

FORMAL PROCEEDINGS

THE BUTLER WRIGHT CASE.

FORMAL PROCEEDINGS.

In the absence of Mr. H. H. Fox, acting Consul-General, Mr. Giles, vice-consul, presided. H. B. M. Consular Court, at Canton last Sunday, when formal proceedings were opened in connection with the case in which Mr. W. Butler Wright, late chief accountant of the Canton-Kowloon Railway, (Chinese section), charged with the alleged misappropriation of certain funds of the Railway Administration, a charge was preferred by Mr. Frank Grove, engineer-in-chief, who alleges that accused said, "on the 14th September, 1908, and again 30th December, 1908, transfer, without authority from his official account, standing in the name of the Chief Accountant of the Canton-Kowloon Railway in the International Banking Corporation at Canton, to his private account the same. Bank the sums of \$5,000 and \$3,000 as shown by the Bank statement," and he further charges the accused with fraudulently embezzling the said sum of money, to the injury of his employers.

After formal evidence had been taken, the case was remanded until the 27th inst., at 10 a.m., bail being allowed in two series of \$5,000 each.

Mr. Wright is at present lodged at the Victoria Hotel, Shamshien, in charge of a petty officer from a British gunboat, in the custody of a Consul considerable.

A HEAVY PENALTY.

TO FINE FOR FALSE WRIGHING MACHINES

An extremely smart discovery was made on board the *Fukui Maru* the other day, for which credit is due to Inspector D. Goudry (Inspector of Weights and Measures). It is

After the arrival of the Japanese steamer, Inspector boarded the steamer and in the course of an examination discovered that a number of the weighing machines on board were false. There were seven machines altogether, of which four were found to be short-weight, which was a consignment of Japanese iron to the order of Messrs. Hughes and Japan. The goods were being discharged from the ship and being weighed in the false instruments, which, however, were soon detected by the experienced eyes of Inspector Gourlay, who at once took possession of the machines and arrested the party responsible for them. Yesterday morning the steamer appeared before Mr. F. A. Ireland (First Police Magistrate) who imposed the maximum penalty of \$300 on the innocent.

WRECKED BY THE "DORTMUND."

CHINAMAN STRANDED ON ANANIAS.

The German steamer *Dortmund*, Capt. M. M. Schuchow, one of the freight steamers of the Hamburg-America Line, passed the Ananias Islands on September 16th about noon. The *V. Moseon* was blowing very strong and the sea was very high.

On the lying rock Toponk Nanas, more than 25 miles from the main islands, about 125 feet high and covered about 300 square feet, a chief officer observed, at 3 o'clock, a small boat up to the highest peak of the rock. When the steamer approached the rock within a mile the mast waved wildly some green banners, to attract the attention of those on-board. The Captain at once gave to; navigated the *Dortmund* to the westward of the wrecked man. The boat in the morning was intended to try to rescue the wrecked man. The boat under command of the second officer, Mr. C. Heinke, consisted of seven Chinese sailors in the forenoon, which was lying about half a mile from the rock. After nearly one hour's plying, a strong current, wind and heavy sea, the boat came near to the rock. But the heavy sea caused by the breaking seas upon the reef did not permit the boat to come to and take the shipwrecked man on board. The most difficult work therefore remained doing for the reefs extend about 40 feet from the rock, and consist of sharp corals, producing the breaking of thousands of sea and other birds have their nests, and containing any human being from landing on the island under such conditions.

The man on the island several times tried to get to the boat by swimming the short distance, was always drawn back by the surf of the breaking seas. He soon got exhausted and sat helplessly down on the rocks.

A second officer thereupon directed a small boat of the boat hooks and managed to throw a harpoon to the man, who at once understood the meaning of this manoeuvre and the rope caught his body and jumped to the breaking sea again. At this time the boat pulled the man from the shore and he was hauled in, the line to which he had attached himself. Dragged over the reefs, he was skinned badly, but at last was safe in the boat and about ten minutes later was on board the *Dortmund*, where his wounded legs were dressed and bandaged, and when he received clothes and food.

One on board could understand the shipwrecked man, who was a Chinaman, but so far the Captain could make out he had been on the water about eight days and had no means of sustenance. The Chinaman was no stranger to Singapore and apparently a small fisherman. His shipmates were apparently drowned.

The Captain of the *Dortmund*, who has had a long time opportunity of taking sickening tales from off sinking ships, declares that dangers in the open sea are small compared to those encountered on this occasion, to a man from a bare rock so surrounded by reefs, that it was impossible to come to the rescue. The greatest credit is due to Mr. Heinke for his skilful management of the boat, which he steered the Chinaman and gave encouragement to attempt the journey through the Singapore Reef Pass.

ANANAS STEALERS PUNISHED.

keen pleasers occasionally stimulate the peaceful folk but by way of diversion members of the inveterate thieving fraternity of the Colony the other day transferred suffering proclivities to the prosaic banana. To circumstances over which they had no control, it appears, were driven to the preceding magistrate yesterday morning that a number of baskets containing twenty-one tons of bananas were intended to be shipped. The presence of the more numerous members of the thieving fraternity, and selecting a particularly juicy bunch, the ever-ready, approached it, and, unfasting their eyes, watched a goodly number of the thieves were about to bet a hasty retreat. They suddenly felt themselves roughly seized by the collar, and the next moment found themselves in the company of one of His Majesty's guardians of the peace, minus the bananas they appeared in the Police Court yesterday morning and were each given seven

OLD "ZAFIRO" SOLD.

OLD "ZAFIRO" SOLD.

Many interesting incidents of the younger days were recalled by Frank W. Bailey, now chief engineer of the coasting steamer *Zafiro*, when he recently visited the now famous steamer *Zafiro*. A. Zeare, of Seattle, says the *Fast Mail Intelligence* of 1922 set it. Years before the *Zafiro* became known the world over as the vessel whose coal cargo supplied the vessel of Dewey's fleet when they captured the Philippines, Mr. Bailey was second engineer of the vessel. While in that capacity he had a thrilling experience: when the *Zafiro* was wrecked off the China coast.

In relating his experiences, Mr. Bailey said: "As I walked the *Zafiro's* decks a strange feeling came over me. It seemed as though

some of my old shipmates ought to be swinging along the decks to see me. I opened doors

"By consulting my discharges, I find I joined the *Zafiro* as third engineer, October 23, 1884, serving in that capacity on regular voyages between Hongkong, via Amoy, to Manila and Iloilo. "The ship was then new, having been on the China coast only a few months, having

been built by Hall, Russell & Co., at Aberdeen,
Scotland.

STEAMER STRIKES IN FOG.

"Sailing from Hongkong for Manila via Amoy, on the evening of April 4, 1885, with a full cargo, 150 Chinese and Filipino passengers, and \$150,000 in Mexican dollars in boxes, all went well until 7.30 p.m., April 6, when the ship piled up on a submerged rock in dense fog. It was quite dark, but the sea was calm, and it was impossible to tell whether the ship or the rock was the cause of the accident. The ship commenced making a list to starboard, and the crew began to work of sufficient capacity to handle such a leak. For some time consternation prevailed among the natives, but they were reassured by the crew. The ship lay in the same position until the next morning, when the fog had cleared. The boats were lowered and the work of landing the passengers commenced. We found that two miles away was a sandy island, and that two miles away was a rocky island, which was about five miles south of Amoy and about five miles from mainland, near Tong Sai harbour, a closed port. About 100 Chinese natives inhabited it, governed by a petty mandarin. These natives were fisherman and lived in the most primitive manner.

"As soon as the natives learned that the vessel was in distress, they went out in their sampans, got aboard and proceeded

to loot the steamer, taking everything movable. The passengers' baggage was

stripped, while bedding and clothing of the officers were taken. I saved two shoes and a few other articles, but found both shoes were for the same foot. We made little resistance, as these natives looked fierce with their hatchets and knives.

DISTRESS SIGNALS HOISTED.

"Signals of distress were now hoisted on a high point of land and we then began making a tent from sails and also looking after the comfort of the passengers. No passing vessels were seen. The natives were all armed."

next day the captain and his officers interviewed

"The day following a vessel hove in sight and a boat was manned to intercept her. It was a French warship. Capt. Talbot told his story and asked the commander to carry the first officer to Ancoy to send telegrams for assistance. The Frenchman said that if it was a case of saving life he would do so. But he was carrying important war dispatches on his way to the Pescadores. At this time the French and the Americans were in little trouble, and

Chinese were giving a hard time and would not have done for the Frenchman to have

SALVAGE PARTY ARRIVES.
 "In the meantime we on the island would go out to the ship at low tide and salvage what we could. After five days a tug arrived from Hongkong bearing Mr. Cook, of the Hongkong and Kowloon Dock Company, the necessary Mr. Mac-Nulty, a diver, and Capt. Burnin-

Lloyds' surveyor. The diver reported the ship

resting easily on a sandy bottom. After completing investigation, and making estimates to means of raising the vessel, our visitors left while we had another weary wait on the island to undergo.

"A few days later the third officer and I requested the captain to send us to either Swatara

or Amoy by the next passing steamer to sign off. However, at the captain's suggestion, I waited until the *Dismant's* arrival, when I left for Amoy. We were paid off and the captain said he had been advised to retain our services so we decided to return with him.

Amoy we left by a chartered junk and sail

back. Work on loading the junk with boxes of damaged cargo was begun. In a few days the tug returned again, bringing Mr. Cook and others and also more appliances for raising the

vessel. They brought word that the ship had been sold at auction by the Hongkong and

writers to Mr. Clatter, [now Sir Paul Clatter] capitalist, for \$20,000 and that \$40,000 was the contract price for raising the Zai and training her to Hongkong. Orders came

for Capt. Talbot and his crew to return
to be said off. We packed up

few efforts and went to Swatow on the 1st from which port we proceeded by the steamer *Chuen* to Hongkong. We were signed there May 25, 1885.

OWNERS AGAIN ACQUIRE "ZAFIRO."
"The *Zafiro* was soon taken over again."

her original owners, and the last time I saw
the Orient was at Hongkong, in 1860.

W. Cobbin was captain and he was the commander of the ship. Talbot was living ashore. He was in poor health and stated that he had not thoroughly recovered from the exposure worry following the stranding. I have ascertained that he started for his old home Scotland but died on the passage. Chief Erick was filling a position in Hongkong when I last saw him, but he tired of shore life, so he left his position and died in Manila of a very long illness. Capt Cobbin, former first officer, passed over the great divide in Hongkong some years ago. To my knowledge I am the only

man living to-day who was filling the position during the time I served in this

Two steamer of the Pacific Mail fleet, each about 4,000 tons, in the proposed route, will transport Pacific company in the freight passenger traffic from the Orient to the United States. Although nothing definite as to the date when this extra service is to be inaugurated can be learned as yet, it is known that there will be taken within a few months.

Pacific Mail company is doing a great

Pacific Coast, and the company is distributing a large quantity of literature about the island sent by the "Marketing Association" from its San Francisco office.

THE HARBOUR RACE.

COOKE WINS.

Great interest was taken in the Harbour Race last Saturday afternoon for the prizes presented by the proprietors of the *China Mail*, Limited. The 1500 yds. race between the V.R.O. and Queen's Wharf was crowded as was also the V.R.O. and all the buildings on the water front near the finishing point. The route in the harbour was also well crowded with boats and launches following the swimmers, and over the excitement a boat capsized in the middle of the race.

The officials were—Judge, Mr. A. Crake; Starter, Mr. T. Meek; Referee, Mr. Frank Lammont; Time-keeper, Mr. C. D. Silas. Punctually at half past five, Mr. Meek sent the following swimmers on their course from the V.R.O.—Messrs. F. C. S. Rose, Y. Abbas, T. Barnett, A. V. Barrett, A. A. Claxton, C. J. Cooke, J. P. Corwin, F. A. de Cruz, A. S. Ellis, C. Sequeira, George W. F. Tully, A.S.C., Corporal C. Coop, A.S.C., Corporal Morrish, R.E., Private W. Stiff, Buffs, W. G. Carter, H.M.S. Tamar, R. W. Ladell, H.M.S. Cadmus, Dunk, H.M.S. Kent, and J. Houston, U.S.S. Galveston.

Barros and Ellis struck to the West immediately on starting and kept up a good pace together. All the other swimmers making straight for the water front, but the tide running through the harbour from west to east, carried many a good way near to the Naval Yard, and about two hundred yards away from the starting point, T. Barnett retired. When about half the distance had been covered, Ellis was forced to retire, being very badly stung by jelly fish. The swimmers were encouraged by the sailors as they passed the crowded decks of the U.S.S. Galveston and the Portuguese cruiser *Varo de Gama*. On passing the latter ship, it looked as if Barros would win as this swimmer had a very straight course in front of him and was swimming strong while Cooke, who had a slight lead was handicapped on account of being taken down as far as the Naval Dock, but on nearing the Victoria Recreation Club the latter put on a splendid sprint and won easily in 29 minutes 26 1/4 seconds. The fight between Barros and Morrish for second place was splendid, Barros outswimming his opponent and winning by a few yards. F. C. S. Rose coming in fourth, Private Stiff of the Buffs fifth, A. A. Claxton sixth and Private W. F. Tully, A. O. G. seventh.

This is the fastest race ever seen across the harbour with a record entry, all the placed men finishing in grand style.

The previous Winners and Times were—1906 Gunner R. Brotherton, 27 minutes 42 1/2 secs.

1907 A. E. Thomas (Tamar) 28 minutes 50 1/2 secs.

1908 A. E. Thomas (Tamar) 26 minutes.

At the conclusion of the race, the prizes were presented by Mrs. Bellamy Brown, wife of the editor of the *China Mail*, after which Mr. Pearce handed her a handsome bouquet of flowers. The singing cheers then followed for Mrs. Brown and the *China Mail*.

HARMSTON'S CIRCUS IN PEKING.

"COLONEL" BOB LOVE HORMONS WITH CHINESE GRANDS.

"Colonel" Bob Love, the breezy representative of Harmston's Circus, is again in Hongkong, bubbling over with tales of life in Peking where he has been hobnobbing with princes, dukes, marquises and all the rest of the Chinese upper crust.

When the company arrived in the capital of China it was found that no land where the huge tent could be pitched was available. They tried the American legation to see if they could get a site. "Nothing doing," said "Colonel" Bob, although it was put in stronger terms. Then the British legation was approached and eventually the diplomat there agreed to allow the circus to give their show on a wide expanse of land in the Legation grounds.

All Peking turned out to view the wonders of Harmston's, according to Bob, who himself has gained immortal renown as a speech-chamber. He can also speak several words of Chinese. Not the "man-man" or "maskee" sort of thing but the real genuine silver-plated article, which resembles a song and dance performance. As a "Colonel" he was naturally *persona grata* with the nobility, and the Prince Regent says he has never seen so wonderful a man in his life. The Emperor also is believed to have hopes of conferring a decoration on the enterprising manager of Harmston's but he has to wait till he attains his majority.

Our ideas that "Colonel" Bob Love said the performance to the dukes and Peking's peerage was given in the Forbidden City, but not being certain we will skip that point.

Asked what he did with all his princely and aristocratic, the lordly showman said simply "Put them in a box."

"Were the dukes and lions struck with stage-fright?"

"Always on their best behaviour," was the reply. "The elephant tried to whistle in mandarin but gave up in disgust when the clowns imitated him."

"Any bombs or anarchists knocking about?"

"Many a bomb, hadn't time for such palaver."

He spoke in high terms of the character of the railway from Tientsin to Peking. The rolling stock he declared to be the finest in the world and every body knows that the "Colonel" couldn't exaggerate if he tried.

Tientsin he characterised as a true place and the company is going back there to Tientsin before returning to Hongkong. It is expected the circus will land here the 4th or 5th of next month, with a whole host of novelties and amazing wonders.

BOMBAY MILLS CLOSED.

EIGHT THOUSAND OPERATIVES ARE AFFECTED.

In connection with the Bombay cotton manufacturing crisis the cotton mills, managed by Messrs. Greaves, Cotton and Co. were informed by the mill authorities that the mills will not work in September for three days in the week and will be entirely closed in October. On Friday being September 14, says a Bombay correspondent, the operatives, about 8,000 in number, assembled at the mills and refused to work and demanded their wages for August. They said the utmost the mills might be closed was for two days in the week, or they claimed that instead of closing them entirely from October they might be closed from to-day and that they should be paid off. Closing the mills for three days in the week would give them but starvation wages. The police proceeded to the scene but the operatives behaved in a most orderly manner. The commissioner and deputy commissioner of police tried to bring about a settlement, discussed the situation with the mill authorities, and explained to the operatives the position. Through their intervention it was eventually agreed that the mills should be entirely closed from to-day and the workmen paid off on or before 10th instant. The arrangement seemed to satisfy the operatives, who began to make a move for their homes.

ANOTHER PORTUGUESE CRUISER.

"DONNA AMELIA" EN ROUTE TO HONGKONG.

Telegraphic news was received in Hongkong last Monday advising the departure of the Portuguese cruiser *Donna Amelia* from Singapore for Hongkong. The new Portuguese cruiser, *Donna Amelia*, which has been in port now for some time, was understood that, before the *Varo de Gama* leaves Hongkong for Lisbon, she will be dry-docked for a general overhaul.

THE DOUGLAS STEAMSHIP COMPANY LIMITED.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-sixth ordinary general meeting, to be held at the offices of the company, to-day, the 25th inst., at noon, reads:—The general managers have now to submit to the shareholders their report on the twenty-sixth year's working of the company, ending June 30th, 1900.

After paying all running expenses, premia of insurance, remuneration to the consulting committee and auditors' fees, there remains a balance at credit of profit and loss account of \$1,311.54, which with the approval of shareholders will be transferred to the reserve fund, from which, in order to provide for depreciation of the company's properties it is proposed to take the sum of \$35,050.33.

The reserve fund will then stand at \$230,000.00.

The depression in trade, referred to in the last report, has been accentuated during the period under review, and while cargo has been less than in previous years, the condition of shipping in the East generally, and rates of freight have had to be reduced in consequence.

Accidents to the *Haiching* and *Haimun* during the year entailed their withdrawal from the line for a considerable period and have affected earnings appreciably, while the high price of fuel has also been a serious factor against profitable working; the amount expended on this account being considerably in excess of that of previous years.

The steamers and other properties of the company are in first class order. The amounts appearing as "Freights due" and "Accounts Receivable" have since been collected.

CONSULTING COMMITTEE.

The committee now consists of Mr. J. W. C. Bonnar, Hon. Mr. W. J. Gresson and Mr. R. Shewan, who retire in terms of the articles of association but offer themselves for re-election.

AUDITORS.

The accounts for the first six months have been audited by Messrs. A. R. Lowe and W. H. Potts and for the last six months by Messrs. W. H. Potts and E. A. M. Williams, the latter acting for Mr. Lowe. Messrs. Lowe and Potts now retire, but offer themselves for re-election.

DOUGLAS LARRAIK & CO., General Managers.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30th JUNE, 1900.

To Dividend for year ending 30th June, 1900		
Amount written off for depreciation for year ending 30th June, 1900	23,462.04	\$ 73,462.04
Balance		5,000.00
Excise, account		4,341.47
General interest		2,410.44
Auditors' fees		600.00
Remuneration to consulting committee for 12 months		2,000.00
Remuneration to general managers for office expenses, for 12 months		10,000.00
Loss on running the company's steamers during the year		5,032.68
Balance		1,311.54
By balance of profit and loss account, 30th June, 1900		\$ 99,178.77
By interest on mortgages		373,462.04
By coal account		24,750.32
		1,459,178.77

BALANCE SHEET FOR THE YEAR ENDED 30th JUNE, 1900.

Liabilities.		
Capital account—20,000 shares at \$50		\$ 1,000,000.00
Reserve fund		264,638.79
Underwriting of the company		100,898.78
Unpaid bonus		138.00
Unpaid dividends		385.50
Sundry a/c payable		91,775.32
Profit and loss a/c		1,311.54
		\$ 1,459,178.77

Assets.

Value of the Co's steamers:— <i>Haimun</i> , <i>Haiching</i> , <i>Haimun</i> and <i>Hai-ling</i>		
		\$ 1,106,580.00
Additions since made		2,207.00
		\$ 1,108,787.00

Less amount written off as resolved at the last general meeting

Value of buoys and moorings at Swallow, Amoy, Tamsui and Hongkong, as per last report	31,437.69	
Additions since made	2,450.00	
	\$ 33,887.69	
Less amount written off as resolved at the last general meeting	2,462.04	\$ 31,425.65
Loans on mortgage:— <i>Hongkong</i> & <i>Shanghai</i> Bank (current account)	26,878.56	
Freights due on 30th June, 1900	44,084.56	
Sundry accounts receivable from agencies, &c.	40,018.83	
Unpaid freight	577.77	
Coal account	1,443.56	
In hand	2,920.00	
	\$ 1,459,178.77	

A LOKONG'S ACT.

FORMER POLICEMAN CHARGED WITH MANSLAUGHTER.

The Criminal Sessions were opened by the Chief Justice last Monday. The first case to be tried was that of a Chinese *lokong* who was charged with the manslaughter of a Chinese hawker, on the 20th July last. Sir Henry Berkeley, K.C., Acting Attorney-General, who was instructed by Mr. H. L. Denney, Jr. (from the Crown Solicitor's office) appeared for the Crown. The prisoner was defended and pleaded not guilty to the charge.

The following was the jury empanelled:—Mr. A. J. P. Pumphrey (foreman), Messrs. D. A. Malcolm, G. Morpaw, E. Raby, G. Pickering, W. Storer and A. C. Liss.

The Attorney-General in outlining the facts of the case said that the prisoner was a *lokong* who was alleged to have caused the death of a hawker under circumstances which did not amount to murder. At the time of the occurrence, deceased was suffering from a serious complaint—hemiplegia. He had been stated by witnesses for the prosecution that on the 20th July, prisoner, in the course of his duty as a constable, complained of the deceased obstructing the streets. The hawker was taken to the police station and on the way, prisoner is alleged to have prodded the deceased in the region of the abdomen with his truncheon. On the arrival of the deceased at the station, he was found to be in considerable pain. He was treated by a Chinese doctor but shortly afterwards died. The post-mortem examination showed that death was due to strangulation. No marks of violence were found on the body, but a few bruises were found on one of the arms. The jury believed that prisoner struck the blow, and if so, whether the blow did, in fact, accelerate deceased's death.

Dr. E. A. Shore, Fleet Surgeon, H. M. S. Tamar, stated that on the 20th July last, he examined the body of the deceased for marks of violence. He found four small bruises on the back of the left elbow. He did not attribute the marks to the cause of death. There were no marks about the abdomen. He made a post-mortem examination of the body, which was found to be in the middle of the period of which he found four inches of strangulation. The fluid was contained in a small cavity and was greatly discoloured. In witness's opinion, the cause of death was strangulation of the gut. The condition of strangulation may possibly have existed two days before deceased's death. Witness explained that hernia was the protrusion of a portion of the intestines into a cavity to which it did not properly belong.

The Chief Justice addressed the jury and said that the Attorney-General had wisely pointed out the necessity of bringing prisoner, who was a constable, before the Court. In the face of the evidence, it was impossible to convict the man.

The jury unanimously discharged the prisoner.

THE "VIENNA."

HOUSE WARMING TO-MORROW.

It should not be forgotten that to-morrow witnesses the opening of another of those first-class afternoon divans where all and sundry may discuss the questions of the day, and they are innumerable over the innocuous "five o'clock tea." Far too few of these establishments exist in Hongkong as it is. But the "Vienna" will supply what is known in back-sheeped language as a "faint Vienna." occupies one of the most favoured spots in the shopping district of the city. Right opposite the Post Office, and within call of every department store, the new venture should prove a success. That it deserves such success goes without saying, but the proof of the pudding is in the eating, and it is safe to say that the proof will not be wanting. To-day the European staff was hard at work making great preparations for the opening of the "Vienna" and unless we are vastly mistaken the fruits of their labours will meet to-morrow with the reward that is due to enterprise and industry. It appears that the "Vienna" has had some trials in the shape of slow delivery of the special crockery ordered from Europe, but all these are past. We can but recommend readers to give the place a visit and judge for themselves. Nothing like backing your own opinion.

THE "M.V." POSITION.

CONSUMPTION DURING AUGUST.

Statistics regarding the industry show that the consumption of tin in the United Kingdom during the month of August amounted to 2,000 tons. During the same period the Continent used 1,000 tons and America 3,000, making a total consumption during the month of 6,000 tons.

The visible supply on Sept. 1st was 19,794 tons.

A STRONG SPECULATIVE MOVEMENT. Once more we see the facility of looking to figures when a strong speculative movement is afoot. In face of an adverse statistical position a bull clique managed to get a grip on the market at the beginning of last month and helped by a good speculative demand, maintained a steady enhancement of prices during August.

SHIPMENTS FROM THE STRAITS.

Shipments from the Straits, amounting to 4,725 tons, are small, but the carry over at the end of 4,725 tons is a large one and the importation in the visible supply is more apparent than real—*Malay Mail*.

INQUIRY AT THE MAGISTRACY.

PRISONER DIES AT THE VICTORIA GAOL.

An inquiry was held at the Magistracy this afternoon, Mr. F. A. Hazell (First Police Magistrate) presiding, into the circumstances attending the death of Cham Shun, a prisoner who had been confined in the Victoria Gaol, which occurred shortly after six o'clock this morning.

The jury consisted of the following gentlemen—Messrs. J. B. Scott, A. S. Cobden and J. A. Schuler.

From the evidence of the Chief Warder of Victoria Gaol, it appears that deceased was received into prison on the 18th January last. The sentence was one of five years' hard labour for assault with intent to rob.

Dr. J. O. Thomson, Medical Officer at Victoria Gaol, stated that deceased had been in poor health since his admittance into the hospital in January last. Deceased was either given light labour or untended. He had been previously admitted into hospital several times suffering from jaundice. The liver was in a state of chronic inflammation, and death, in his opinion, was due to sepsis.

A verdict of death from natural causes was returned.

The Government Rubber Estate at Mambakut has been sold and a new Estate is now being opened near Bongava.

PARSEE CRICKET CLUB.

The annual general meeting of the Parsee Cricket Club was held last Sunday at the Parsee Club premises.

The chairman read the report and statement of accounts of the Cricket Club for the year 1900-9. Last year the balance carried forward to the new account stood at \$309.74. The income for last season, including members' fees, Banks' interest, and other sundries, increased the total to \$74.73. The expenditure for buying cricket materials, paying servants' wages, and rolling and repainting the cricket grounds, amounted to \$179.51. The balance that remains in the bank, and in the hands of the secretary, to be carried forward to the new season, is \$145.96. The club played four matches of which three were won and one lost. The report was passed unanimously, after being proposed by the chairman and seconded by Mr. Shilavaz Bomanji Bhatwala. Mr. Cawajee Dejonjee Modawara was appointed hon. secretary and treasurer for the ensuing season, proposed by Mr. Chinoy, seconded by Mr. Mehta. Mr. Ardesir Avasia was re-elected the president of the club, on the proposition of Mr. Chinoy, seconded by Mr. Bhatwala. Mr. K. D. Gazdar proposed the re-election of Mr. J. D. Norrie as captain, and the motion was carried unanimously, being seconded by Mr. Manek Billimoria. Mr. Beram Kalkharsoo Mehta was elected an extra committee member, on the proposition of Mr. Billimoria, seconded by Mr. Bhatwala.

CHINA CALLED TO THE PHONE.

A MODERN AMERICAN SYSTEM ORDERED FOR PEKING.

New York, August 7.

Add an inch to every third tail in China (to some disciple of Walter Billard down South has figured it) and our Southern States could export 2,500,000 more bales of cotton to the Orient every year. Prophetic figures about the telephone which have to do with telephonic installations in the offices of the Western Electric Company at 401 West street, N. Y., of which has been told the story of the contract for the installation of a modern American telephone system in Peking that has just been awarded by the Chinese Empire to his company against the bids of English, German, French and other foreign manufacturers.

A commission composed of three Chinese Government officials, toured Europe and America about two years ago to look over telephonic systems. The commission agreed with the Western Electric Company's manufacture of the Bell Telephone Company's equipment that New York has the best telephone system in existence. A cablegram just received from the Western Electric Company of Tientsin, announcing the award from the Chinese Government is the result.

The two switchboards that will be installed in Peking, one at each end of the city, will cost approximately \$150,000.

This opening contract, explained Mr. Street, yesterday, will call attention to the fact that the telephone system in Peking for this is but a beginning and the field is open to all. It is another indication of the awakening of the Chinese to the value of modern things.

China really has no telephone system now. For the 400,000,000 or more souls in the empire there are about 2,000 telephones. These are all of the old hand ringing, obsolete kind, and are installed mainly in the homes of foreigners who use them merely for social intercourse, and for shopping, and as a sign that they could use the telephone as New York does. They wanted to because each little exchange connects about 20 phones, and no two exchanges have trunk connection.

Mr. Street gave a better notion of the possibilities open to enterprising American manufacturers when he gave a forecast of what will come to pass if China shows an increase of only 1 per cent in the use of telephones in the next twenty years. It has been estimated that if the United States keeps up only its present rate of telephone expansion there will be one telephone to every five Americans twenty years hence.

"But suppose China's increase during a like period," said Mr. Street, "were only 1 per cent—a ridiculously low figure, compared to ours—China in 1930 will have 400,000 telephones, which with the switchboards and other equipment will mean a Chinese expenditure of \$1,000,000,000."

When the Chinese telephone commission visited New York and European cities two years ago everybody got busy. The Western Electric sent one of the company engineers, G. E. Pingree, to Peking, where he was joined by representatives from Siemens & Halske, the big German concern, the Edison people and the English and French bidders.

The death of the Chinese Dowager Empress and of the Emperor delayed negotiations for some time. The empire, however, will go ahead tentatively with the two switchboards, several hundred thousand feet of lead covered aerial and underground cable—most of it underground—and a first installation of 2,500 telephones as a starter.

Later on the Government intends to install plants at Tientsin, Canton, Hankow and other big Chinese cities. The switchboards will be copies of the board used in New York and the telephones will be of modern type. It is probable that the "hello" persons will be Chinese girls. The Chinese girls make excellent operators in the Chinatown exchange of San Francisco.

"The Chinese," Mr. Street remarked, "are fortunate in starting out with a trunk system of the very latest type. We've had to learn and progress here by experiment and experience, wrecking the old equipment as we went along. The boards we shall install in Peking will have a capacity for 10,000 telephones. The Government, of course, will control the service."

"When the Chinese commission visited this country they found that the United States had about 2,000 exchanges, each larger than the two we are to place for them combined, and about 15,000 other exchanges, any of which is larger than either of the Peking exchanges. But they need not be ashamed of the plan they will have in operation very soon over there."

The contract specifies that the equipment must be delivered at Tientsin by February 3, 1910. Consequently it has to be manufactured in great haste, and the world is just now in a state of confusion. The installation will be under the supervision of American engineers, who will remain in Peking until the Chinese operators have mastered the work.

There seems to be no worry about the short time allowed for the delivery of the equipment. Last fall when the Gutenberg exchange, which handles the calls of the busiest section of Paris was destroyed by fire the French Government put a time limit on the contract for new equipment that scared all the European manufacturers. American enterprise jumped in unafraid. A switchboard was made in Hawthorne, a suburb of Chicago, in a hurry. Then it was shipped to New York and sent to France by fast boat. It was accepted in Paris by the French Government just sixty days from the time work was begun on it in Illinois.

THE CHARTERED BANK.

NEW PREMISES IN BANGKOK.

This afternoon the new premises of the Chartered Bank in Bangkok were officially opened in the presence of a large and cosmopolitan assembly of residents, reports the *Siam Free Press* of 6th inst. As already announced His Royal Highness Prince Kitayarat very graciously consented to assist at the inauguration ceremony and declare the new premises of the Chartered Bank of India, Australia and China officially opened.

This building is notable for its architecture. Its beautiful front, like that of the new Banque de l'Indo-Chine, opens over the River Moem on the East Bank in a most central and convenient business quarter. The contract for the complete construction of this building including the electrical installation, was entrusted to the well known firm of Messrs. Howarth Erskine. The structure has a very handsome appearance and is two stories in height with a frontage to the river of 120 feet and a total depth of 140 feet. The foundations practically cover the area occupied by the building and were carried out on the ferro-concrete system, two layers of expanded metal being used as reinforcement. By this system the use of piles was entirely done away with. The main entrance steps and verandah are of white cararra marble and the same material has been used throughout the ground floor. On the right of the main entrance as one enters, the public hall is the agent's room and on the left that of the accountant. The public hall is very spacious and has a very handsome counter surmounted by a brass grill.

At the back of the main hall and immediately facing the main entrance is the entrance to the strong room of the bank, which is situated on this floor also there are the commodious quarters and are perhaps the most comfortable in Bangkok, the rooms including dining, drawing and billiard rooms. All round the residential quarters is a wide verandah, the floor of which has been laid in white and gray Italian marble. There is another feature to the outside of the building that we notice and that is that part of the brickwork has been painted. We cannot remember having seen similar work in Bangkok. There is no doubt the building has been very solidly constructed and of the very best workmanship. The building was carried out within a few days of contract time. The contractors also built the Banque de l'Indo-Chine and now have in hand four new buildings for the Royal Navy Department. It speaks well for the work carried out by Howarth Erskine, who say that they are already building the new Shanghai Club.

This afternoon the new premises of the Chartered Bank presented a very gay appearance; the building being tastefully decorated with flags, banners, and festoons, whilst the spacious garden in front was beautifully laid out for the reception of the visitors, which included besides His Royal Highness the Minister of Finance, many high Government functionaries whose names we could not obtain for this issue, prominent members of the mercantile community and a representative assemblage of residents in general.

On the arrival of H. R. H. the Minister of Finance he was received by Mr. W. S. Livingston, the local agent, assisted by the members of his staff, when he made the following address:

AGENTS' SPEECH.

Your Royal Highness, Ladies and Gentlemen.—On behalf of the Chartered Bank, the staff of the Bangkok agency have much pleasure in welcoming you all here to-day. We have especially to thank His Royal Highness the Minister of Finance for graciously consenting to open our new premises, and we shall have much pleasure in conveying the news of this honour to our Board of Directors by whom it will certainly be very much appreciated. On an occasion like the present one, it would no doubt be appropriate that I should make some remarks with regard to the history of the Bank, but as the Bank has been open for fifty-six years, I have no intention whatever of dealing with so lengthy a subject, and will confine myself to giving a short sketch of the history of this particular agency.

The growing importance of Bangkok as a trade centre, attracted the attention of the directors about eighteen years ago, and they very soon decided to open an agency here. For many years, our friends, Messrs. Markwald & Co. had ably represented us, and at the end of 1893, our present Penang manager, Mr. Gilmore, opened a branch of the bank in Bangkok. For the first two years, he conducted our business in Messrs. Markwald's office, but at the beginning of 1896, arrangements were made to lease what had been the Bangkok Club in those days, and in which for thirteen and a half years our business has been carried on. Very little alteration, I understand, was necessary to convert a Club into a bank—one billiard room became the manager's office, and another the treasury, while the bar made an admirable bank's cashier. This arrangement continued until 1900, when it was decided to buy the house, and the strip of land that lies between the river and Messrs. Kalck & Heideck's premises, which forms our present lot of land. All good things have to go, however, and in time it was found that the old Bangkok Club would probably fall on us if we remained in it much longer. This caused our directors, some three or four years ago, to decide on building suitable premises here. After various schemes had been discussed, the plan of the present building was approved, and the foundations were laid at the beginning of last year. The building was virtually completed some three or four months ago, when we moved in from our old premises, but as the old building was still standing, and as there still remained a lot of small detail to complete, we have not been able to hold the opening ceremony until the present time. We have gratefully acknowledged the services of Messrs. Swan & McLaren, and of Messrs. Howarth Erskine, Ltd., for the able way in which this building has been constructed, and for the roomy office house they have provided us with. No gentleman, I think, have detained you long enough. I will therefore ask His Royal Highness to graciously declare this building open.

His Royal Highness having replied in felicitous terms, declared the bank duly open. A very pleasant time followed.

SOME HISTORICAL NOTES.

We give here some extracts from an article which appeared recently in the *Banker's Magazine* concerning the Chartered Bank's history and its growing importance. Formed in 1853, it adopted the form of securing a Royal Charter which at that time was often chosen for banking businesses. Although many chartered banks were in existence when this institution was formed, only five now exist; the others being the Bank of Australia, the Bank of British America, the British India Bank and the Colonial Bank. All the rest, for one reason or another, have had to abandon their charters, and of course no new ones are now issued for this purpose. The charter of this Bank has been renewed every ten years since 1863, when the new charter was granted.

When the prospectus of this bank was issued, besides the three Presidency banks, only three other banking institutions were in existence in India, these being the Commercial Bank of Bombay, the Oriental Bank Corporation, and the Agra and United Services Bank. All these three institutions have since disappeared, and with them a number of other institutions which were formed shortly after the Chartered came into existence. There was, indeed, a failure for forming Indian banks between 1854 and 1868, and for a time many of these institutions showed great prosperity. India, indeed, seemed to have benefited very much by the Civil War in the United States, which led to a suspension of cotton growing in the Southern States, and encouraged the industry in Bombay. The high prices prevailing for cotton led to great profits for a time, which when peace came in the States, was followed by a great collapse. A crisis about 1865-6, which led to the failure of the Bank of Bombay, the Agra Bank and a number of other institutions materially reduced the competition experienced by those institutions which survived.

It was stated in the prospectus of this bank that it was "established chiefly in order to extend the legitimate facilities of banking to the vast and rapidly extending trade between the Australian colonies, British East India, China and other parts of the Eastern Archipelago—a field at present wholly unoccupied by any similar institution." The object of the Company will, however, also embrace in connection therewith the extension of banking accommodation to the direct trade of British India, China and Australia with this country, at present so inadequately provided for. This was an ambitious

Rulers of the South.

EXCHANGE OF COURTESIES.

Following the usual custom, His Excellency the Governor, Sir Frederick Lugard, will return the official visit of the new Viceroy of Canton, H.E. Yuan Shu-han, who called on the Governor when passing through Hong Kong to take up his viceregal appointment. Sir Frederick will be accompanied by his aide-de-camp and private secretary and proceeds to the Southern capital on board the Colonial Government *Stanley* this evening. The party will board the tender at Blake Pier shortly before midnight and make straight for Canton where the *Stanley* is due to arrive early to-morrow morning. On former occasions a flotilla of gunboats under Admiral Li Chun awaited the arrival of the *Stanley* some way down the river and it may be expected that the usual ceremony will be observed by the Chinese Naval authorities on the present occasion of the Governor's visit. In that case the flotilla will escort the *Stanley* right up to Shamone, where the official landing will take place. The gubernatorial party will be received at Canton by Mr. H. H. Fox, acting British Consul-General. On his official visit to the Viceroy, the Governor will be accompanied by Mr. Fox. Sir Frederick Lugard's stay in Canton will not be extended beyond one day, as it is expected His Excellency will return the same evening and arrive at Hongkong early on Wednesday morning.

SIR FREDERICK LUGARD IN CANTON.

[From Our Own Correspondent.]

Canton, 20th September.
H. E. Viceroy Yuan Shu-han has issued an invitation to the Governor of Hongkong, Sir Frederick Lugard, H.E.'s A. D. C., Captain Taylor, and three or four other to attend a dinner at his yamen on the 21st instant. As the entertainment then will also be present the British Consul-General at Canton, Mr. H. H. Fox, the three Tartar Generals, Admiral Li Chun, the acting Viceroy, H. E. Wu Seung Lum, Tao-tai Hu Yui Chiu, Tao-tai Wei Han and several other deputies of foreign affairs.

SIR FREDERICK'S VISIT TO CANTON.

RECEPTION BY VICEROY YUAN.

22nd inst.

As already reported H. E. the Governor, Sir Frederick Lugard, left Hongkong for Canton on Monday last, the 20th inst., on a return official visit to H. E. Yuan Shu-han, Viceroy of Canton. Accompanying the Governor were Capt. P. H. Taylor, A.D.C., Capt. Simon, Private Secretary, His Honour Mr. H. H. J. Gompertz, and Mr. R. O. Hutchinson. The *Stanley* (Capt. G. L. Willoughby), by which the party proceeded to Canton, left Blake Pier shortly after 11 p.m. on Monday. Lieut. C. W. Beckwith, R.N., harbour master, being at the wharf to see the Governor off. The *Stanley* steamed down by the Central Railway and was favoured with splendid weather all the way down passing the historical *Woei* Fort at the darkest hour of the day just before the dawn. On the morning of Tuesday H.M. gunboat *Moorhen* and the torpedo boats *O-35* and *O-37* steamed up to Shamone, while the torpedo boats provided a rear-guard. This escorted the Governor's vessel journeyed up river. The little British fleet passed Whampoa Barrier not long before 7 a.m. arriving at Canton two hours later. The Governor was met by the Viceroy, who after making fast to her moorings the *Stanley* dressed ship. The first Chinese visitor to make his appearance was Admiral Li Chun, who boarded the *Stanley* by the Chinese gunboat *Lung Shan*. Later in the morning Mr. H. H. Fox, His Majesty's acting Consul-General, called on Sir Frederick and arrangements for the Governor's official landing were then completed.

Punctually at ten o'clock His Excellency and party landed at the Consulate steps on the Shamone where a Guard of Honour from H.M. ships in port about fifty strong and a party of Chinese soldiers had been drawn up to receive the distinguished visitor on landing. Sir Frederick reviewed the guard and then proceeded to H. E. M. Consulate, accompanied by Mr. Fox.

The harbour in front of Shamone presented the appearance of a gala day with the warships all dressed in honour of the Governor of Hongkong. The fleet consisted of the French gunboat *Argus*, H.M.S. *Robin*, *Moorhen*, *Stanley*, *Cruiser Kaitan* and the Chinese revenue *Cruiser Kai Pan*.

After a visit to the Tartar General Sir Frederick and party, conducted by Consul-General Fox, returned to the Consulate where a regal yamen in the city where the Viceroy was visited and the visitors entertained at luncheon. Besides the Viceroy, H. E. Sir Frederick Lugard, the other guests were: The Tartar General, the Lieut. Tartar General, Admiral Li Chun, ex-acting Viceroy Wu Seung Lum, Mr. H. H. Fox, Capt. P. H. Taylor, A.D.C., Capt. Simon, private secretary, Mr. H. H. J. Gompertz, Mr. R. O. Hutchinson, Tao-tai Si Wing-Nin (Foreign Secretary), Tao-tai Ngai Hon, and others. Altogether the party consisted of twenty. After lunch, Mr. McClelland, the photographer, took a group of the whole party. His Excellency returned to the *Stanley* between three and four o'clock in the afternoon.

Later the Chinese gunboat *Lung Shan*, flying the viceregal flag at the fore, drew alongside the *Stanley*. On board the gunboat were H.E. the Viceroy and a party of seven Chinese officials. Viceroy Yuan called to return Sir Frederick's visit. The Chinese were entertained to tea at which they took leave and returned to their ship, the *Lung Shan* casting off a few minutes after 5 p.m.

At the invitation of Consul-General Fox, the Governor and party were the guests at dinner at His Majesty's representative at Canton in the same evening. The Governor returned to the tender about 11 p.m. and before midnight the *Stanley* was again under steam on her way to Hongkong. The Chinese authorities in Canton performed a gracious act of courtesy by detailing the gunboat *Lung Shan* to escort the *Stanley* to Hongkong. Under Capt. Willoughby's experienced pilotage the tender arrived safely in the harbour at 9.30 a.m. to-day Her escort following half-an-hour later. It may be added that the third steamer, which broke her Hongkong yesterday, was experienced at Canton, the storm lasting from 4 to 5.30 p.m. and then there was continuous rain until four o'clock this morning.

Colonel Bob Low, the general advance agent for Harcourt's Circus, is no longer amongst the unemployed, for to-day (22nd inst.) he received a wire from Tientsin stating that the company will leave that port to-morrow and may be expected to arrive in Hongkong on the 1st October, opening on Saturday, the 2nd. Just exactly what arrangements are to be made for the accommodation of the Circus remains unsettled but details will be forthcoming shortly.

Opium Deadlock in Canton.

IMPORTING FIRM SEIZED.

BUSINESS AT A STANDSTILL.

[From Our Own Correspondent.]

Canton, 21st September.
It will be recalled that the opium merchant, Chuen Fook Cheung, was arrested some time ago on account of his refusal to apply from the officials for the triplicate permits to cover his imports and the movement thereof. The opium merchant was ordered to pay a fine of \$360, but as the money has not been forthcoming the shop in Hing Lung Street was yesterday sealed up by the police authorities. As a protest against the action of the authorities all the opium merchants in this city have not resumed their business as yet.

HONGKONG MERCHANTS TAKE ACTION.

NEW CUSTOMERS FOUND IN SAIGON AND SAIAM.

It may be remembered that some time ago we made reference to the action of the Chinese authorities in Canton requiring dealers in opium to obtain permits from the police before they would be allowed to carry on their business. The Chinese opium merchants strongly objected to this order which was promulgated shortly before the arrival of the new Viceroy, presumably with the object of convicting His Excellency of the severity and vigilance of the police. It is true that the regulation existed prior to its enforcement at this time but it had been allowed to drop into desuetude; in other words, it was a dead letter until a sudden spurt on the part of the authorities recalled to their mind the fact that such an order was to be found in the official pigeon-hole.

In an excess of zeal, the authorities arrested one merchant who continued to sell opium without troubling about the permit and the other merchants in the trade immediately gave up business as an evidence of their sympathy with the authorities. Since then the authorities have seized his shop and sealed it up, with the result that the trade is completely disorganised and practically at a standstill. The consequence of this unexpected move on the part of the Chinese authorities, and the attitude of defiance exhibited by the opium merchants who continue obstinately to refuse to accede to the demands of the police, is that the Hongkong trade with Canton has been to all intents and purposes completely paralysed.

An appeal was made to the British Consul-General at Canton to make representations to the Viceroy on the subject in order that the British traders in opium in Hongkong should not be deprived from the enjoyment of the rights of free trade to which they are entitled under successive treaties. The Consul-General had a conference with the Viceroy but nothing eventuated.

The Hongkong merchants have now decided to enlist on their behalf the interest of the Chamber of Commerce in order that the opium trade with Canton may no longer remain under a ban and a communication setting forth the facts of the case and pressing the claims of local traders has been sent to the Foreign Office in London.

Unfortunately for the trade, since the direct dealings with Canton merchants have been stopped, a new outlet through Siam, on the West River, has been found. It is curious to note that as if by an offset to the Canton embargo had been imposed, the demand for opium in Siam, and unexplainable demand had arisen in Saigon, for opium from Hongkong. Previously, the Saigon merchants bought their supplies in the open market in Calcutta, but for some reason or other they have during the last week or two turned their attention to Hongkong. A week ago an order for 300 chests was supplied to the merchants in Saigon from Hongkong and further inquiries are being made this week. Had it not been for these circumstances the opium trade of the Colony, bad as the outlook may be, would have been in an infinitely worse position than it is at present. It is to be hoped, however, that the Canton deadlock will speedily be an end to and that business may resume its normal conditions.

A JAPANESE NEWSPAPER.

THE FIRST TO BE PUBLISHED IN HONGKONG.

The latest addition to journalistic ventures in Hongkong is a modest little daily printed in the Japanese language for the benefit of the Japanese community in Hongkong. It is called the *Hongkong Nippo*, i.e. the *Fungling Daily News*. It specialises in telegrams of Japanese political and commercial interest and is also concerned with the social doings of our Japanese friends in Hongkong. Chinese news, having special reference to Japan, is also made a feature of the paper, while its news letters from the Coast and supply reports of interest concerning the Japanese community scattered over the Triang of China. In the latter respect the editor is particularly favoured by a service from personal friends of his. The *Nippo* is edited by Mr. Matsushima, whose long residence in China and his personal acquaintance with the language of the country, peculiarly fit him to comment with intelligence and discernment on the current events of interest to China and Japan. We wish our Japanese contemporary a long career of usefulness and success.

COLD STORAGE.

SINGAPORE TO FORWARD PRODUCE TO KUALA LUMPUR.

We are informed, says the *Malay Mail*, that a Kuala Lumpur firm—Messrs. Cumberbatch and Co.—have been appointed agents for the Singapore Cold Storage Co., Ltd., and that a storage chamber will shortly be erected in the vicinity of the Empire Hotel. This should be welcome news to those who reside in Kuala Lumpur and district. Though sporadic efforts have been made in the past to import regularly the Cold Storage Co.'s meat, butter, etc., via the coast, the firm has hitherto been unsuccessful. In a few cases families or messes have combined to order a sheep weekly, but it has been found to be almost more trouble than it was worth, and there was always the possibility of complications arising, as, for instance, if Mrs. A and Mrs. B both desired the same portion of the animal. Further, with small quantities, it is always difficult to land them in Kuala Lumpur in good condition. With a case of butter containing 54 lbs. there is no trouble, but anything might happen to an isolated pound during the perilous journey from Singapore to the Federal capital. The erection of a storage chamber means that there will always be a good supply available. A list of prices will be published, and the housekeeper will be able to post an order or call and inspect the goods for himself or herself. The days of the buffalo as an article of diet would seem to be numbered, and we trust the venture will prove a success.

The "Anhui" in Port.

ARRIVAL OF MR. BUTLER WRIGHT.

CHIEF OFFICER SAVES TYPHOON BLEW WITH HURRICANE FORCE.

When the s.s. *Anhui* (Capt. J. B. Harris) arrived in port last Wednesday morning from the North, a representative of the *Telegraph* boarded the merchantman in the hope of gleanings whatever information that was possible with regard to the violent typhoon which had recently swept down the Coast. To the great anxiety of both the Naval authorities and a prominent shipping firm, who naturally entertained fears that the vessel had experienced the full force of the typhoon and probably in distress, which happily were baseless. The *Anhui* left Shanghai on the 16th inst. and her arrival this morning, therefore, is fully three days behind the scheduled time. In an interview with the Chief Officer, our representative was able to confirm most of the facts which appeared in our last issue, with, however, this additional information—that at three o'clock on the 20th inst. the typhoon blew with hurricane force, and the consequence of which, the *Anhui* was obliged to seek shelter in Hong Kong. With regard to the Kowloon-Canton railway sanction, our representative learnt that Mr. Butler Wright, accompanied by Inspector Welch, of the Shanghai Municipal Police, took passage on the *Anhui* at Shanghai to proceed to Canton, where he will attend the consular proceedings. No restrictions whatever were placed on Mr. Wright and his conduct throughout the voyage was characterized by a calm demeanour which dispelled from a stranger's mind any lingering thoughts of the extraordinary nature of the charge preferred against the ship berthed at the buoy. Shortly after the ship berthed at the buoy a relative of Mr. Wright, who occupies a prominent position in the Colony, went on board to see him, but beyond this our representative was unable to gather any further information.

NEW TERRITORY OUTRAGE.

FIVE MEN ARRESTED.

In connection with the recent tragedy in the New Territory, whereby two Indian policemen were brutally murdered in broad daylight, it is now learnt that five men have been arrested for being concerned in the cold-blooded act and the Police have hopes of bringing to book three more men in connection with the dastardly affair. It may be remembered that the deed was committed near Au Tau, in the New Territory, on the 20th August last, when two Indian policemen, seeing some \$400, and a relative of Mr. Wright, who occupies a prominent position in the Colony, went on board to see him, but beyond this our representative was unable to gather any further information.

In connection with the double murder which was committed at Au Tau, in the New Territory, on the 20th August last, when two Indian policemen were brutally done to death by a gang of eight Chinamen, three men appeared before the Magistrate last Wednesday, and were formally remanded for a week. Two more men who had been arrested in connection with the affair have been released from custody, as sufficient evidence against them is not forthcoming.

MR. J. O. P. BLAND.

DISCUSSION IN THE HOUSE OF COMMONS.

The following, from *The Times* of August 18th, gives the full text of a discussion in the House of Commons regarding the resignation of Mr. J. O. P. Bland as agent-general of the British and Chinese Corporation, which was introduced by Mr. W. H. Smith (Sussex), Hon. Member, asked the Secretary of State for Foreign Affairs whether he had received complaints as to the manner in which the tenders for the Tientsin-Pukow Railway were being manipulated; whether, in the case of tenders opened on June 17 for the 21 engines required by the Chekiang Railway, the railway company handed all the tenders over to one of the tenders to open and adjudicate upon whether he was aware that on the northern section of the Tientsin-Pukow Railway—which was under German domination, none but German tenders were considered, whereas on the southern section, which was supposed to be under British domination, tenders were thrown open to the world; whether, as a protest against the discrimination exercised and the apathy displayed by the British Legation at Peking, the Agent-General of the British and Chinese Corporation, through whom all the existing railway loans had been raised, resigned during the week of June 18th; and whether, under existing circumstances, he would say what action he proposed to take in the interests of British manufacturers in China.

Sir E. Grey.—The answer to the first part of the question is in the negative. As regards the third part, we have no reason to believe that article 18 of the Tientsin-Pukow Railway agreement has not been fairly carried out. That article is to the effect that the German Asiatic Bank and the Chinese Central Railways shall act as agents of the Railway Administration during construction for the purchase of all materials, etc., from abroad; and that at equal rates and qualities, goods of German and British manufacture shall be given preference over other goods of foreign origin for the use of the railway. The second part of the question is in the affirmative, but the Railway Bureau ultimately decided to purchase nothing. The irregularity to procedure referred to has already been made the subject of representation. As to the last two parts of the question, the resignation of the agent-general of the British and Chinese Corporation is a matter which concerns the Corporation alone. We have received no complaints from those who have any reason to suppose that they consider that his Majesty's minister at Peking has in any way neglected their interests in the Far East. I do not know of any case where Sir John Jordan has failed to display a serious watchfulness over British interests, and any charge of this kind against the British Legation is entirely unfounded and unjust. I know no more serious and loyal public servant than Sir John Jordan, and I take full responsibility for his action. In any case which arises I am prepared to give full support to well-founded British claims, if it is required.

It is reported in a Chinese newspaper that the shareholders of the Chekiang Railway, being aware of the Navy Commissioners' expected arrival in Hongkong shortly, intend to take that opportunity of forming a league of the various public bodies to extend a welcome to the Commissioners. They will also bring before them their views and urge the cancellation of the loan contract, as well as asking for the return of the Tientsin-Pukow Railway.

MACAO'S NEW GOVERNOR.

ARRIVAL YESTERDAY.

The new Governor of Macao, Senhor Marques, the ex-Governor of Timor, arrived by the E.A. Co.'s s.s. *Eastern* last evening from Timor. Senhor Marques was received on arrival by a Portuguese official from Macao who had been deputed to Hongkong for the purpose, immediately on landing, His Excellency, who is accompanied by Lady Marques, proceeded to the Hongkong Hotel where they are staying until their departure for Macao. Later in the evening His Excellency General Sir Joachim Machado, the Macao Delegation Commissioner, called officially on Senhor Marques, and was accompanied by Captains Cinatti and Norton. The visitors were the guests at an informal dinner of Senhor and Mrs. Marques.

During the absence of Sir Frederick Lugard at Canton no official calls were made today by the Portuguese visitor, who, however, in the course of the afternoon, paid visits to the Portuguese warship in port. We understand that Senhor Marques leaves for Macao on board the gunboat *Patricio* to-morrow, when Senhor Rodadas will relinquish the administration of government of the Portuguese Colony in favour of his successor.

DEPARTURE FOR MACAO.

22nd inst.

Shortly after ten o'clock this morning H.E. Senhor Eduardo Marques, with Lady Marques, left by the Portuguese gunboat *Patricio* for Macao to take over the government of that Colony from the retiring Governor, Senhor Rodadas. Before his departure Senhor Marques paid a visit to Mr. J. J. Leiria, Consul for Portugal in Hongkong, who is unfortunately still confined to his room with his recent accident. The retiring Governor is expected in Hongkong on Friday.

KOWLOON-CANTON RAILWAY.

QUESTIONS IN PARLIAMENT.

On the 25th inst., in the House of Commons, Mr. Ginnell asked the Under-Secretary for the Colonies if he would say on whose opinion the Government were based in their decision to ever consider, in addition to its working expenses, repay the principal or any interest on the money spent upon its construction.

Mr. Fuller replied said:—The expectation is based on figures supplied by the chief resident engineer.

Mr. Ginnell asked whether the chief resident engineer was a nominee of the Crown Agents.

Mr. Fuller.—He is an officer appointed under the Colonial Office.

Mr. Ginnell.—Nominated by the Crown Agents? (With emphasis).—No.

Mr. Ginnell asked the Under-Secretary for the Colonies whether he was aware that the consulting engineer for the Kowloon Railway was appointed at the instance of the Crown Agents; that all correspondence between this engineer and the Government of Hongkong passed through the Crown Agents' hands and their wishes prevailed in all things; that the making of the railway, the ordering of material and equipment, the appointment of the staff, and the provision of money for these purposes, were in the hands of the Crown Agents, who exercised unlimited authority, held a lien on the railway and on the funds of the Colony, and were regarded as owners of the railway and employers of the staff; and whether the Colonial Office would fix any limit to the indefinite expenditure of money on this project.

Mr. Fuller.—The answer to the first and third parts of the hon. gentleman's question is in the negative. The correspondence between the consulting engineers and the Colony passes through the hands of the Crown Agents under a system of control which is not the least part of the expenditure will be limited to the amount required for the construction and equipment of the line.

Mr. Ginnell asked whether the hon. gentleman could explain how it was his answer was in the negative, seeing that it was in direct contradiction to a statement made on May 13th by the Governor of Hongkong.

Mr. Fuller.—No, Sir.

Mr. Moore: As this is a very important matter to the constituents of the hon. member, to North-West Month, could we have a fuller reply? (Laughter).

No answer was given.

SHANGHAI RIVER FATALITIES.

FIVE LIVES LOST.

Since Monday last there have been three accidents on the river, says the *Shanghai Times* of 16th inst., as a result of which five lives have been lost, and a German sailor and another four Chinese. In the first case, three sailors from the German gunboat *Luchs* and a sailor from the Hamburg-America Line *Aradonia*, were proceeding in a sampan to their respective ships, intending first to go to the *Aradonia* and then along to the *Luchs*. The gunboat was lying near the old Ningpo wharf and no great distance from the *Aradonia*. The *Aradonia* was safely reached and the sailor stepped on to the gangway. Just as he did so the sampan was all but overturned and two of the men from the *Luchs* toppled over into the water. The alarm was raised and the men from the *Aradonia* dived overboard to rescue the men-of-war-men. Each succeeded in reaching the men, one of whom, named Piserer, struggled ineffectually and almost drowned his would-be rescuer. Indeed, so much did he struggle that the sailor had to release his hold, whereupon the man-of-war-men sank from sight. In the meantime the second officer of the *Aradonia* had put off in the sampan and picked up three of the men, but there were then no signs of the fourth. He was not seen again.

A stone junk was proceeding up river about ten o'clock on Tuesday night with a crew of eight men on board. When just off the Ewo Jui's sudden squall struck the craft and she turned turtle. Four of the crew sprang into the sampan which she was towing astern, but this was swamped and the men were swept away. The other four clung to the mast of the junk and were ultimately rescued by the police patrol. Hardly had they been saved than the junk sank. Yesterday the junk was raised, but the bodies of the unfortunate men have not been discovered.

The third mishap happened to a junk loaded with what belonging to the Yuen Chong Flour Mill on Soochow Creek. On Tuesday evening the boat was pulled close in shore near Lloyd Road and then left for the night. At low tide the junk settled down into the soft mud, and was so firmly imbedded that when the tide rose the water poured into her over the stern. When she was again visited by the crew she was full of water and most, if not all, the cargo was damaged. Fortunately no lives were lost.

The *Waikato* has communicated with the British Minister in Peking asking him to order the engineer to leave Tientsin before the concession question is disposed of.

FATAL ACCIDENT AT KOWLOON.

DEAF WOMAN RUN OVER BY TRUCK.

Kowloon was the scene of a shocking accident the other day, which resulted in the death of an old woman. It appears that on Friday last, the deceased, who was well advanced in years, being over seventy years of age, was crossing the roadway, when a truck which was being driven by two coolies suddenly appeared round the corner. The woman, who had the misfortune of being deaf, did not hear the men's warning to keep out of the way and before the coolies had time to apply the brake, the truck ran over the unfortunate woman and the shock is believed to have caused instantaneous death. The scene of the sad occurrence was at the corner of Canton and Halphong Roads and help was immediately forthcoming, which, however, was too late, as the poor woman had already expired. The two men were, this morning, arraigned before Mr. J. R. Wood (Second Police Magistrate) on a charge of manslaughter and the case remanded. Bail was allowed in the sum of \$100.

THE MITSUI FIRM.

REORGANIZATION SCHEME.

The *Japan Chronicle* learns from a Tokyo dispatch to the *Osaka Asahi* that on the 9th instant an important conference was held at the Mitsui Bank and Mitsui Bussan Kaisha being present, as well as Marquis Iwano. The subject considered was the proposed reorganization of the Mitsui firm's business. It was decided that the Mitsui Bank and the Mitsui Bussan Kaisha should be modified from *gomei kaisha* (partnership companies of unlimited liability) to a joint stock undertaking of limited liability (*kabushiki kaisha*), by increasing the capital of each concern. The object of organization is to afford a wider range of operations to each department, which will then be allowed to work independently of the rules laid down by the associated Mitsui family. The reorganization of the concern was proposed some years ago. One of the principal objects of the visit to Europe and America in 1907 of Mr. Masuda Takashi, general director of the Mitsui firm, was to study the methods of organization by which the business of financiers in England, France, Germany, and the United States was conducted and also the means by which they protected their wealth. Mr. Masuda studied the methods adopted by such financial magnates as the Rothschilds, Rockefellers, and Carnegies, and formed a plan of operations. In Japan commercial firms of banks in a partnership system of unlimited liability capitalized by financiers are constantly increasing. Of these the Sumitomo, Konosaka, Mura, and Murimura Brothers are the principal. Mr. Masuda found the tendency in Europe and America to be in the opposite direction, business firms or banks capitalized by financiers being transformed into joint stock concerns of limited liability. When a panic broke out, involving extensive circles, firms established on the principle of unlimited liability were in great danger, as their business was constantly increasing in magnitude, with a corresponding extension of their liabilities. Mr. Masuda thought it impossible for Japan to keep along the general trend of finance in the world, and it was now high time to reform the business method of the Mitsui family and place their finances on a steady and permanent basis. Mr. Hayakawa, General Director of the Mitsui Bank, and the other directors of the Mitsui firm endorsed the views of Mr. Masuda.

The Mitsui firm, continues the correspondent, includes departments for banking, foreign trade, and mining, the business of each department being conducted by directors, acting under the guidance of a council formed by Mitsui family, which is empowered to rule in all matters. Some of the representatives of the eleven branches of the Mitsui family are men of ability, but they are not thoroughly posted in business management. Sometimes the views of the directors are ignored, instructions being issued entirely incompatible with the prevailing conditions of business. The object of the present reorganization of the firm is doubtless to give a free hand to the directors of the Mitsui Bank and the Mitsui Bussan Kaisha in conducting their business. The great advantage expected to result from the reorganization is to have accelerated the adoption of the proposal. According to the Income Tax Law, a partnership company which yearly pays a net profit of over Yen 100,000 is liable to pay income-tax at the rate of 20 per 1,000 of its net profit. The two Mitsui concerns have been paying about Yen 600,000 annually in income-tax. When they are made into joint-stock companies with a limited liability, the rate of income-tax imposed will be reduced to 6 per 1,000 of net profit, as is the case with the incomes of juridical persons, so that the amount of income-tax paid by the two concerns will be reduced to about one-third of the present figures, enabling a saving of about Yen 400,000 per annum.

Mr. Masuda, General Director of the Mitsui, proposed to retire from his office last year, but the proposal was not accepted by the Mitsui family. Mr. Masuda is anxious to reorganize the two firms into joint-stock companies and place the finance of the family on a steadier foundation. When this is accomplished in the event of the Mitsui Bank and Mitsui Bussan Kaisha being involved in bankruptcy through financial panic, the fortunes of the Mitsui family will be saved. Mr. Masuda hopes to accomplish this work before retiring from office, and now he has belatedly his object, he will, as soon as the proposed reorganization is effected, retire from active service, retaining his connection merely as an adviser.

The existing capital of the Mitsui Bussan Kaisha, continues the dispatch, is only Yen 1,000,000 and yet the concern is doing business to the value of Yen 20,000,000 a year, which represents nearly a quarter of the whole foreign trade of Japan. It seems remarkable that the firm is enabled to conduct such an immense business with only a few million yen of reserve fund, but the cause must be ascribed to the immeasurable credit it enjoys. The Mitsui Bank is equipped with a capital of Yen 5,000,000 and a reserve fund amounting to Yen 15,000,000, but it is impossible for outsiders to estimate the real effective financial power of the bank. Lately its business relations abroad have often been disappointed in an attempt to ascertain the real effective power of the bank, as it is conducted in a mysterious system. As it is now deemed necessary to increase the capital to the extent actually required for the business the capital of both concerns is to be expanded to Yen 20,000,000 each. The members of the eleven Mitsui houses will be the shareholders of the two concerns, while the directors will also hold shares, but must relinquish them on retiring from their position. After the reorganization, the system of dealing with employees prevailing in Europe and America—the so-called profit-sharing system—will be adopted. The mining department of the firm is excluded from the reorganization and will be left to the direct control of the council of the Mitsui family. It is understood that the announcement of the reorganization is expected to be made about the 20th inst.

THE YOKOHAMA SPECIE BANK.

HALF-YEARLY MEETING.

The semi-annual general meeting of the shareholders of the Yokohama Specie Bank was held on September 9 in the Bank's hall, Baron K. Takahashi occupying the chair. The following accounts for the first half of the year were presented and passed:—

Total receipts.....	10,848,173
Brought forward from last account	1,117,676
Total.....	11,965,849
Total expenditure.....	8,994,008
Net profit.....	2,995,841
To reserve.....	2,000,000
Dividend (12 per cent. per annum)	1,400,000
Carried to next account	1,555,841

The Chairman, addressing the shareholders, said:—

Gentlemen,—In opening the fifty-ninth semi-annual general meeting of our shareholders, and presenting to you a report covering the first half of the current year and asking for your adoption of the same, as well as inviting your consent to the appropriation of profits, I propose to refer briefly to the economic conditions of the country generally, as well as to the general state of our banking operations.

Our economic conditions, during the first half of the current year, appeared at first glance to be in a very inactive state; differing little from the conditions ruling last year; but after a closer survey of the situation, it is noticeable that matters appear to have altered in a marked degree. The large stocks of merchandise seem to have nearly all been disposed of during the period between the latter part of last year and the spring of this year, while the bulk of the various enterprises, which suffered from the effect of the depression during the year before last, have during the period under review steadily recovered, enabling things to be placed more on a sound and firm footing. However, having once experienced adverse conditions, the market is still exercising caution, although it is progressing towards a fair recovery. Considering the way in which prosperity is returning in Europe and the United States of America, we can hardly hope for any immediate activity in Japan; consequently we have not yet experienced any marked demand for money in various grades of enterprise.

In addition to the above state of things the successful floating of loans abroad for various municipalities and companies, coupled with the sale of the various Government Stocks abroad, having facilitated the influx of capital from foreign countries, our internal money market has become more and more slack, and the interest on money has gradually declined; and although banks in all parts of the country have gone so far as to lower the rate of interest, yet they continually found themselves in difficulty to find proper outlets for their money.

Now, looking at the state of our foreign trade during the first half-year, we find that the exports and imports amount roughly to Yen 187,000,000 and Yen 151,000,000 respectively, making a total of Yen 338,000,000. These figures, when compared with those for the corresponding period of the previous year, show a falling off amounting to Yen 3,480,000 in imports, but as there is an increase of Yen 13,980,000 in exports, the net result is a decrease of Yen 14,500,000, including both exports and imports. Of these figures the decrease in imports chiefly relate to iron-material and machinery, and this we must attribute to the fact that the business men of all classes are maintaining a cautious and guarded policy; while the increase in exports is due, on the one hand, to an improvement in some degree of our trade with China, caused by the comparative recovery of the silver, and on the other, to the increased export of raw silk, tea and other articles, consequent upon the improved general economic conditions in Europe and the United States. In short, although there is a decrease in the foreign trade generally, when compared with the corresponding period of last year, the general tendency of the trade may be said to be favourable to our country, and we see nothing special to cause any anxiety.

Although, as already mentioned, the internal money market has been very dull, and while our external commerce has exhibited a falling off, yet the actual condition of our banking operations has differed from the prevailing conditions of things in general, and we have seen a general briskness, due to such special circumstances as the sale of the Government Stocks abroad, in addition to a marked increase in the export of silk. During the first half of this year, the amount of exchange sold and bought in Japan on foreign countries totalled roughly Yen 3,300,000,000 and Yen 3,150,000,000 respectively. If we compare these figures with those of the corresponding period of the preceding year we find the increase amounting to Yen 5,490,000 in the case of exchange sold and Yen 8,850,000 in the case of exchange bought; while the exchange bought and sold in foreign countries on Japan amounted to Yen 7,650,000 and Yen 5,390,000 respectively. A comparison of these figures with those of the corresponding period of last year shows that although there was a decrease of Yen 2,400,000 in the exchange bought, yet as there was an increase in that sold amounting to Yen 4,100,000, the net result was an actual increase of Yen 1,700,000 in the totals of all the exchange operations in Japan on foreign countries, and *vice versa* by all the offices of this Bank.

We have, however, to express great regret that as an outcome of the economic disturbances of recent years, the collection of some of the bills discounted, and foreign exchange in the Yokohama Specie Bank, could be effected as really should have been, and the amounts had to be adjusted in the present financial year by either writing off as a loss or by providing funds for bad or doubtful debts. In spite of these unfortunate transactions, our business has been active and extensive. Both the Head as well as Branch Offices and Agencies were all able to make fair profits, with the result that they differ little from that of the preceding period. These profits amount to Yen 2,546,138, the appropriation of which we have drafted and submit for your consideration and adoption.

Before concluding these remarks, I have one other matter to refer to. Our Chefoo Agency, which was opened in June of 1905 for the purpose chiefly of adjusting the withdrawal of the War Notes, will be closed on September 30, as there being no further business of this kind to transact, the maintenance of the said Agency has become unnecessary.

RUSSIA AND JAPAN.

Tokio, 15th September.
The leading newspapers of Tokio believe that the reported anxiety at St. Petersburg concerning the agreement recently entered into by China and Japan is entertained only by ill-informed newspapers, who the Japanese newspapers claim, understood that the Kirin-Kuangcheng railway would eventually be extended to

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NAVAL REORGANISATION.

FOREIGN MODEL TO BE ADOPTED.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

It has been decided to frame regulations for the Navy on the model of those obtaining in England, America and Germany.

PRINCE SHUN AT CHINKIANG.

VICEROY CHANG WELCOMING.

[By courtesy of the "Sheung Po."]

Shanghai, 17th September.

Viceroy Chang Jen-chun is proceeding to Chinkiang to-day to welcome Prince Shun Fu-lap.

MANCHURIAN VICE-ROYALTY.

SIK LIANG TO BE RECALLED.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

It is proposed by the Grand Council to recall Viceroy Sik Liang and give him a post in Peking, and to appoint Lei Tin-lum as Viceroy of the Three Eastern Provinces.

Nothing definite has been settled as regards the proposal.

CHANG CHIH-TUNG.

VEXED AT CRITICISM.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

Chang Chih-tung is exceedingly vexed at the criticisms levelled against him for raising loans for the construction of railways and refuses to resume duties in consequence. He persists in resigning his post as Director-General of Railways.

THE PRESS.

AND THE MANCHURIAN QUESTIONS.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

The organ of the Police in Peking has notified the newspapers that all questions affecting the Three Eastern Provinces between China and Japan, have been amicably settled. Editors are enjoined not to make allusions to them in their papers lest they should incite the people.

NAVAL FUNDS.

A MUNIFICENT PROMISE.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

The Chekiang Province has promised a contribution of one million taels towards the funds for the formation of a Navy.

ADMIRAL SAH.

NAVAL COMMANDER-IN-CHIEF.

[By courtesy of the "Sheung Po."]

Peking, 17th September.

The Ministry of War has issued instructions to all Provinces to the effect that for the present the Navy is under the control of Admiral Sah, and that as soon as all the naval stations and the construction of warships are completed there will be two Admirals—one for the Northern and the other for the Southern squadron.

MACAO'S DELIMITATION.

CHINESE COMMISSIONER'S INSTRUCTIONS.

[By courtesy of the "Sheung Po."]

Peking, 19th September.

The Waiwupu has telegraphed to H.E. Kao, Hsueh Chieh, the Macao Delimitation Commissioner, to define the boundaries of Macao according to the Treaty and in conformity with the original boundary limits.

Should the Portuguese Government seek to secure advantage as regards the territorial waters, the Commissioner is not to yield to their pressure. He should abide by the stipulations of the old Treaty.

MANCHURIAN OFFICIALS.

RESIGNATION PERSISTED IN.

[By courtesy of the "Sheung Po."]

Peking, 19th September.

Viceroy Sik Liang, Governor Chun Ku-shung of Fengtian, and Foreign

Commissioner Pan Pong-sang persist in resigning their positions on account of the difficulties in conducting negotiations with foreign countries.

GAMBLING IN KWANG-TUNG.

MEETING IN PEKING.

[By courtesy of the "Sheung Po."]

Peking, 19th September.

The Cantonese holding offices in Peking proposed to meet yesterday for the purpose of taking steps to suppress gambling in Kwangtung.

THE PEKING PRESS.

PUBLICATION OF STATE SECRETS.

[By courtesy of the "Sheung Po."]

Peking, 19th September.

On the plea that the newspapers in Peking have been made the medium of communicating State secrets thereby affecting the friendly relations with other countries, the Waiwupu has memorialized the Throne suggesting the suppression of the *Tai Tung Daily Press* and the *Kuok Po*.

Both the Ministry of Justice and the Waiwupu are keeping a sharp lookout for persons suspected of communicating secret matter to the Press.

THE OVERDUE "CLIO."

H. M. S. "ASTREA" IN SEARCH.

[From Our Own Correspondent.]

Shanghai, 19th September.

H.M.S. *Astrea* sailed suddenly yesterday, presumably in search for the missing sloop *Clio*.

S. S. "MAORI KING."

ASHORE NEAR NINGPO.

[From Our Own Correspondent.]

Shanghai, 20th September.

The s.s. *Maori King* is badly ashore near Ningpo.

THE NAVAL COMMISSIONERS.

ARRIVAL AT NANKING.

[By courtesy of the "Sheung Po."]

Shanghai, 20th September.

Prince Shun Fu-lap and Admiral Sah Chen-ping, naval commissioners, were due at Nanking yesterday.

Viceroy Chang Jen-chun returned to Nanking the day before in order to welcome the Naval Commissioners.

Later,

The Governor of Anhui Province arrived at Wuhu on the 19th inst. to welcome Prince Shun.

PEKING-KALGAN RAILWAY.

MINISTER'S INSPECTION.

[By courtesy of the "Sheung Po."]

Peking, 20th September.

H.E. Shu Shih-chang, president of the Ministry of Posts and Communications, was to have started on the 18th inst. on a tour of inspection of the Peking-Kalgan Railway.

FINANCE.

COMPILING THE BUDGET.

[By courtesy of the "Sheung Po."]

Peking, 20th September.

The Ministry of Finance has called upon all the Provinces to furnish financial returns in anticipation of the compilation of the budget.

SHENG KUNG-PAO.

PROPOSED DENUNCIATION.

[By courtesy of the "Sheung Po."]

Peking, 20th September.

It is proposed by various Censors to send a joint memorial denouncing H.E. Sheng Kung-pao, vice-president of the Ministry of Posts and Communications, for alleged corruption and nepotism.

HUANGPU CONSERVANCY.

SUSPENSION OF WORK.

FUNDS EXHAUSTED.

[From Our Own Correspondent.]

Shanghai, 21st September.

The Huangpu Conservancy work was stopped to-day.

The Taotai alleges that the funds are exhausted. The matter has been referred to Peking.

CANTON-MACAO RAILWAY.

THE BOUNDARY QUESTION.

[By courtesy of the "Sheung Po."]

Peking, 21st September.

The Viceroy of Canton has telegraphed to the Grand Council to the effect that the railway zone must be definitely set out in the agreement for the Canton-Macao Railway before the question of the delimitation of the boundaries of Macao can be settled.

ANTI-JAPANESE BOYCOTT.

REPRESSIVE INSTRUCTIONS.

[By courtesy of the "Sheung Po."]

Peking, 21st September.

H.E. Liang Tun-yan, president of the Waiwupu, has telegraphed to all the Provinces to suppress the anti-Japanese boycott movement.

PRINCE SHUN.

RETURN TO PEKING.

[By courtesy of the "Sheung Po."]

Peking, 21st September.

Prince Shun in a cable despatch advises that he will be back in Peking before the 28th inst. to present his report on his recent mission.

Admiral Sah will remain at Shanghai to superintend the work of establishing the naval base at Samun Bay.

OFFICIAL RANKS.

UNPURCHASABLE IN FUTURE.

[By courtesy of the "Sheung Po."]

Peking, 21st September.

The Prince Regent has instructed the Grand Council that official ranks should be rendered unpurchasable in future.

This rule is not to be departed from even when calamities overtake a Province and there is need of money to relieve distress.

MANCHURIA.

MUZZLING THE PRESS.

[By courtesy of the "Sheung Po."]

Peking, 21st September.

The Waiwupu has instructed the Telegraph Administration in Peking to refuse delivery of any telegrams to the native Press having reference to the Three Eastern Provinces.

CHINESE LABOURERS.

FOR SAMOA.

GERMAN RECRUITING SANCTIONED.

[By courtesy of the "Sheung Po."]

Swatow, 22nd September.

The Swatow authorities are willing to grant permission to the Germans to recruit six hundred labourers for Samoa.

NAVAL COMMISSIONERS.

DEPARTURE FROM NANKING.

[By courtesy of the "Sheung Po."]

Shanghai, 22nd September.

Prince Shun Fu-lap and Admiral Sah Pen-ching, naval commissioners, left Nanking on the 21st inst. for Hankow.

They did not land at Wuhu.

A NAVAL REQUEST.

REFUSED BY VICEROY CHANG.

[By courtesy of the "Sheung Po."]

Shanghai, 22nd September.

Viceroy Chang Jen-chun has notified the Waiwupu that a certain foreign man-of-war has applied for permission to drill a company of marines on a specified ground on the banks of the Yangtze.

Viceroy Chang has refused sanction and has detailed guards to watch the place.

THE MANCHURIAN AGREEMENT.

FOREIGN JEALOUSY.

[By courtesy of the "Sheung Po."]

Peking, 22nd September.

Germany, France and the United States, and also other Foreign Powers, considering the recently concluded Manchurian Agreement detrimental to their interests and in favour of Japan and Russia, have notified the Waiwupu accordingly, urging for a modification of the Agreement.

MUZZLING THE PRESS.

STRINGENT REGULATIONS WANTED.

[By courtesy of the "Sheung Po."]

Peking, 22nd September.

The Waiwupu has requested the Board of Civil Affairs to enact stringent regulations in order to muzzle the press.

Later,

The Censors have jointly memorialized the Throne to the effect that the Waiwupu's attitude towards the Press, in regard to affairs affecting the Three Eastern Provinces, has been quite disappointing to the Throne, and they do not consider it right.

The memorialists urge that liberty should be granted to the Press to report on questions relating to Manchuria and to make such comments thereon as they may think fit.

DISTURBANCE IN KIANGSI.

DISTRICT CITY HELD UP.

[By courtesy of the "Sheung Po."]

Nanchang (Kiangsi), 23rd September. There is a rising in the I-chun district, in the Province of Kiangsi.

The rioters have held up the district city and attacked the garrison. The casualties in wounded on the part of the imperialists are few in number; there is a shortage in the food supply of the city. A telegram has been sent to Governor Fung U-kwai urging the despatch of reinforcements.

NAVAL REORGANISATION.

CANTON'S CONTRIBUTION.

[By courtesy of the "Sheung Po."]

Peking, 23rd September.

Viceroy Yuan Shu-hsun of Canton has agreed to contribute to the Naval Reorganisation Funds a sum of Tls. 300,000 and a yearly grant-in-aid of Tls. 150,000.

A telegram to that effect has been despatched to the Ministry of Finance.

TUNGKUANSHAN MINES.

AGREEMENT TO CANCEL CONCESSION.

[By courtesy of the "Sheung Po."]

Peking, 23rd September.

Great Britain has agreed to cancel the Tungkuanshan mining concession subject to the payment of compensation to the concessionaires.

THE NAVAL COMMISSIONERS.

ARRIVAL AT HANKOW.

[By courtesy of the "Sheung Po."]

Peking, 23rd September.

Prince Shun and Admiral Sah, Naval Commissioners, arrived at Hankow yesterday. They visited the Hanyang works factory.

THE MANCHURIAN AGREEMENT.

HIGH OFFICIALS' DISSATISFACTION.

[By courtesy of the "Sheung Po."]

Peking, 23rd September.

Almost all the high officials in Peking lay blame on H.E. Liang Tun-yan, president of the Waiwupu, for the unsatisfactory nature of the agreement relating to the Three Eastern Provinces.

TYFLOOD WARNINGS.

The following telegrams were received from the Manila Observatory at the American Consulate General:

September 17th, 5.05 p.m. Cyclone or typhoon E. of northern Luzon, less than 300 miles distant direction unknown.

Cyclone or typhoon E. of northern Visayas or south eastern Luzon moving W. or W.N.W.

Cyclone or typhoon W. of the Ladrone or Mariana Islands direction unknown.

September 18th, 5.15 p.m. Cyclone or typhoon S. of Melanesia moving W.N.W.

September 19th, 3.30 p.m. Cyclone or typhoon S. of Melanesia moving W.N.W.

September 20th, 3.30 p.m. Cyclone or typhoon S. of Melanesia moving W.N.W.

September 21st, 3.30 p.m. Cyclone or typhoon S. of Melanesia moving W.N.W.

September 22nd, 3.30 p.m. Cyclone or typhoon S. of Melanesia moving W.N.W.

September 23rd, 3.30 p.m. Cyclone or typhoon S. of Melanesia moving W.N.W.

CANTON DAY BY DAY.

NAVAL APPROPRIATIONS.

[From Our Own Correspondent.]

Canton, 17th September.

In accordance with instructions received from the Imperial Government, the Kwangtung Government has promised to appropriate a sum of thirty thousand taels to be remitted to Peking towards the naval reorganisation funds and a sum of fifteen thousand taels annually as Kwangtung's share towards the maintenance of the Navy.

RETIREMENT.

The different official departments in Canton are overmanned with officials and subordinates. Viceroy Yuan Shu-hsun has, therefore, issued circular despatches to all departments for the reduction of officials, &c. in each department with a view to reduce the staff so as to effect savings in salaries, &c.

TAOTAI WEI HAN.

During his sojourn in Canton the Naval Commissioner, Prince Shun, greatly admired the valuable services of Taotai Wei Han. It is reported that Prince Shun has memorialized the Imperial Government to apply for the transfer of Taotai Wei Han and to have him accompany Prince Shun in his visit to foreign countries to study the foreign naval system.

SIR CHEN TUNG.

A Peking letter stated that, a short time ago, Sir Chen Tung Liang Cheng, at present in Peking, was granted an interview by the Prince Regent and had a conversation with him for a couple of hours. Sir Chen Tung will probably be retained in the capital to take up an appointment as vice-president in a certain Ministry. It will be remembered that Sir Chen Tung accompanied Prince Shun, Prince Regent, on his visit to Germany a few years ago.

A BANKING SCHEME.

A man named Low Shu Tong, who has great ideas on banking enterprise, has presented a petition to the Viceroy suggesting the formation of a banking corporation with a capital to be raised from the general public of the province. The petitioner is of the opinion that every person should be made to take up a share of two taels each payable in instalments. In reply, the Viceroy stated that, at the present time, the Chinese people do not seem to be sufficiently advanced in their ideas of finance to grasp the benefits of the scheme so the Viceroy does not consider the suggestions expedient for adoption.

VILLAGE ROBBERY.

On the 13th instant a gang of robbers numbering over a hundred, attacked the Kow Kong village, in the Namhoi district, where they razed thirty-seven houses in all. The village militia made an attack upon the gang, but the latter managed to escape with a large quantity of valuable articles worth some fifty thousand dollars and kidnapped two men and a child. The villagers have now reported the outrage to the Canton officials, and a well-known has been sent to the village to investigate and report.

CONSULAR VISIT.

This morning Viceroy Yuan Shu-hsun received the Japanese Consul at Canton and one other foreign official.

MILITARY HORSES.

Some time ago a deputy was sent by the Canton Military Department to Kalgan to purchase a number of horses for the use of the newly recruited provincial troops. Fifty animals arrived here yesterday from Shanghai by a China Merchants Steam Navigation Company's steamer. Another large batch of horses is expected to arrive here in the course of a fortnight from the North to meet the requirements of the garrison.

SALTPETRE FARM.

Mr. Yu Shou Nin was again successful in obtaining the saltpetre and sulphur farm of the Kwangtung province for another period of ten years at an annual fee of 6,000 taels.

PRISONERS' LABOUR.

At the request of the officer-in-charge of the Police Station at Honam, the Taotai of Constabulary yesterday sent a number of prisoners to remove the silt in the creeks there. The action of the Police Authorities in thus giving employment to the prisoners is regarded as a commendable one.

LIKIN COLLECTION.

The collection of Likin dues in Canton during the latter days of the 19th moon as reported by the Likin officials to the Viceroy amounted to 4,452,830 taels.

A CLAN FIGHT.

A clan fight of a serious character in which five men were killed took place in the village of Po Lung and those of the village of Lung Hing through a theatrical performance being held to celebrate the anniversary of the birth of a certain goddess. During the melee eight persons in all were killed and a few houses burnt. On information received about the occurrence, the Viceroy, on the 18th instant, without loss of time, sent the Namhoi Magistrate to the scene of disturbance to restore order with a number of "braves".

VILLAGE ROBBERY.

Day before yesterday a gang of robbers attacked the village of Ko Tia, in the Pan Yu district. The village is only a small one, consisting of some thirty-five houses, with about two hundred inhabitants. The robbers numbered over a hundred and were all equipped with arms and other weapons. The robbers attacked all the houses without the least resistance being offered by the villagers. When these men were about to effect their escape with their booty, assistance arrived from the villagers in the neighbourhood, who attacked the robbers in strong force with the result that five of the latter were arrested, and the booty recovered. The prisoners have been handed over to the Ko Tung Camp to be dealt with.

PRAYING FOR RAIN.

A week ago the two district Magistrates of Namhoi and Pan Yu held prayers at the Shing Wong Temple for rain, on behalf of the people. Yesterday the Kwangchow Prefect, Ko Sun Chuen, accompanied by the two district Magistrates of Namhoi and Pan Yu, again proceeded to the same temple to pray for rain. These officials will continue the service till the drought breaks. During the period of their devotion the slaughter of cattle is prohibited in this city.

GAMBLING.

The Cantonese officials in Peking have tried on several occasions to put a stop to the evil practice of gambling in the Province of Kwangtung, but their efforts have proved unsuccessful on account of the heavy loss of revenue to the Government which will result if the vice is suppressed. The new Viceroy, H.E. Yuan Shu-hsun, shortly after assumption of office had his attention directed to the suppression of gambling, and H.E. Yuan has therefore issued instructions to his subordinates to make good reports showing the total amount of money derived annually from the gambling; and to submit suggestions on the advisability of suppressing the evil.

21st September.

SIR FREDERICK LUGARD IN CANTON. At 4.40 a.m. to-day the Governor of Hongkong, Sir Frederick Lugard, and party arrived here by the tender *Shanley*, being escorted by a Chinese gunboat when entering the harbour. His Excellency and party landed at the Shamoon, where they were received by the British Acting Consul-General at Canton, Mr. H. H. Fox. They stopped on the Shamoon for a few hours and then proceeded into the City to pay an official call on the new Viceroy, H.E. Yuan Shu-hsun, and were entertained at luncheon at 1 p.m. at his yamen. They left the city at half-past two and went back to Shamoon, as hour later in the afternoon. H.E. Yuan personally proceeded to the Shamoon to return the call of the distinguished visitor. The *Shanley* with Sir Frederick Lugard and party on board will return to Hongkong late this evening.

RETIRING OFFICIAL.

The ex-acting Viceroy of Canton, H.E. Wu Sheng Lum, who has been permitted to resign from the Provincial Treasuryship of Kwangtung, left here this afternoon by a gunboat for Hongkong en route to Shanghai for his native home in Kiangsi. The retired official boarded the gunboat at the Tien Tar Wharf, where many of his former colleagues were present to see him off. The retirement from official life and the departure from Canton of Wu Sheng Lum is much regretted by the public in this city.

HEUNGCHOW CITY.

On the 16th inst. in the city of Heungchow, the workmen, while excavating earth to form a road, discovered two stone lions buried in the ground. These ornaments have been taken out and removed to the office city to be preserved as curios. The lions weigh nearly 700 pounds each. It is not known how long they have been left in the place.

22nd

INTERPORT SWIMMING CARNIVAL.

V. R. C. AQUATIC.
FIRST DAY.

The Victoria Recreation Club held their annual aquatic sports yesterday at the Club's enclosure. The day turned out to be an ideal one and the first day's feat of the meeting was an unqualified success. The Club building was well decorated with bunting, the credit of the pretty effect being due to Mr. C. Leabro, Steward of the Club. To provide additional accommodation for the large number of spectators present galleries were erected on the prays wall and the slipway while a lighter, moored westward effectively enclosed the water at the same time as it provided increased accommodation.

This is the first year that an Interport swimming contest has taken place in the Colony and the enthusiasm which the meeting evinced fully justified the fixture which it may be hoped, will be made an annual event.

The most interesting events of the day were the 100 yards Interport Championship, the honours of which went to Hongkong first and second places, and the Half-mile Interport Championship which was won after a splendid race, by R. W. MacCabe of Shanghai.

The 100 yards Interport Championship (Hongkong) being second. The handicap events of the Club were very good throughout, all the finalists being excellent. The only event of the day which could not be decided by the judges is the High Dive, the merits of which were considered by Mr. G. A. Caldwell (Hongkong) and Mr. P. Fowler (Shanghai). The point of variance between the respective judges was the application of the rules. It was contended by the Shanghai Captain that the National Association rules should prevail, while the Hongkong judge held that local conditions should apply. According to the former contention D. H. Cooke (Shanghai) should receive the award; and by the application of the latter standard the verdict should unquestionably go to M. A. R. Souza's favour. As the judges could not reach a decision, it was referred to the Committee, of whom a meeting will be held to arrive at a satisfactory award.

The officials were:—President: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; Chairman: Mr. A. Rogers; Hon. Treasurer: Mr. C. D. Silas; Hon. Secretary: Mr. Frank Lammett; Judges: Messrs. M. C. Melver, H. B. Bridge, J. Rogers, A. N. Kemp and L. E. Lammett; Starter: Mr. G. A. Caldwell; Starter: Mr. T. Meek; Handicapper: Messrs. T. Meek, A. S. Alves, A. A. Claxton, A. H. Carroll and H. C. Sayer; Official Timekeeper: Messrs. R. Galluzzi and W. A. Crake.

100 YARDS INTERPORT CHAMPIONSHIP.—Four started in this event, Humphreys and Claxton representing the Colony, MacCabe and Prince for Shanghai. All started off well, Humphreys having a slight lead from the others and when they were on the second length it could be seen that Humphreys would carry the honours. At the third length Humphreys had a good lead, and the other three struggled hard to get close, but their efforts proved unavailing. Humphreys won with a comfortable margin; the fight for the second place was an exciting one, MacCabe, Prince, and Claxton being at it, and resulted in a win for Claxton by a strong touch.

C. Humphreys (Hongkong) 1
A. A. Claxton (Do) 2
R. W. MacCabe (Shanghai) 3
E. Prince (Do) 4
Time: 55 3/5 seconds.

TWO LENGTHS (Open to Army, Navy, and Police).
G. Burch, R. G. A. 1
Cop. T. A. Burke (Buff) 2
Time: 46 1/5 seconds.

There were five starters for this race. Burch led all the way, but at the finish Burch managed to win by a touch.

FOUR LENGTHS HANDICAP.—First and second in each heat in final.

1ST HEAT.
P. M. Remedios (Scratch) 1
H. C. Carroll (Owes 4 Secs) 2
Time: 1 minute 42 seconds.

In this heat Buji (receives 24 seconds) had a lead of about a length and some expected he would win. At the fourth length, however, the result was evident, and Remedios won easily.

2ND HEAT.
H. C. Sayer (Owes 6 seconds) 1
A. V. Barros (Owes 6 seconds) 2
Time: 1 minute 44 1/2 seconds.

Five started in this heat. Sayer overtook the quartette at the third length and was closely followed by Barros coming well. Close to the finishing post Sayer dashed ahead and won by a good margin. Barros got second by a touch from Rosa. Barros lost some distance in dodging Rosa, otherwise he might have captured first place.

HIGH DIVE INTERPORT CHAMPIONSHIP.
The following entered for this event:—A. Marsh (Buff), C. Harrop, D. H. Cooke (Shanghai), T. L. Loxton, R. W. G. Goggin, G. Collins, R. G. A., A. R. Ellis, M. A. R. Souza, W. Coombes (H.M.S. Kent), F. B. Silva, C. A. W. Farrier, C. W. Mayne (Shanghai), McAlister, R.G.A.

This event could not be decided by the judges to their satisfaction owing to the difference in the rules of diving as applicable to local men and the visitors. Some very good diving was seen. The award lies between M. A. R. Souza (Hongkong) and D. H. Cooke (Shanghai).

TWO LENGTHS HANDICAP.—Open to Members over 30 years of age.
A. M. L. Soares ("Go") 1
A. A. Alves (Owes 6 Secs) 2
The limit man had the benefit of a comfortable lead, but just managed to win by the narrowest margin with Alves a good second.

TWO LENGTHS HANDICAP.—First in each heat to swim in the final.

1ST HEAT.
P. C. Fenwick Dead Heat.
F. L. de Rosa swam excellently throughout, overtaking the limit man at the second length; but got in together in the good time of 49 seconds.

2ND HEAT.
R. C. Silva (Recs. 10 Secs) 1
O. R. Chuan (Recs. 5 Secs) 2
Silva's handicap was too good and it was impossible for the others to catch him up. He won by about 5 yards. Time 50 1/5 seconds.

3RD HEAT.
R. C. W. Mitchell (Scratch) 1
C. Bunji (Recs. 10 Secs) 2
Four started in this heat. Bunji, the limit man, had a good lead, which he made the most of, and he won by a comfortable margin. Bunji's time was 51 1/2 seconds.

4TH HEAT.
J. M. Rosa Pereira (Recs. 5 Secs) 1
P. M. Remedios (Scratch) 2
Pereira took the lead from the start and won easily. Time 46 3/5 seconds.

TEAM RACE—TWO LENGTHS.
P. M. Remedios (Owts) A. R. Ellis, A. J. V. Ribeiro, F. L. de Rosa, P. C. Fenwick, R. Silva, C. Bunji and H. J. White.

2. H. C. Sayer (Capt.) A. S. Ellis, W. G. Goggin, M. A. R. Souza, F. J. Barretto, H. W. Peterson, A. A. Alves, W. J. Carroll.
The winning team won easily.

HALF-MILE INTERPORT CHAMPIONSHIP.
R. W. MacCabe (Shanghai) 1
C. J. Cooke (Hongkong) 2
F. S. Rose (Do) 3
Time: 16 minutes 21 secs.

Eleven competitors started in this event and both parties were well represented as follows:—Hongkong: C. J. Cooke, J. M. Souza Pereira, E. C. S. Rose, A. V. Barros, W. Duck and P. Morris. Shanghai: R. W. MacCabe, D. H. Cooke, C. W. Mayne, J. Robinson and P. Fowler.

Shanghai's nominations were their crack man (R. W. MacCabe) and G. J. Robinson, the others entering the water, apparently because of the strong representation Hongkong put in. The visiting Captain never seriously attempted to contest the honours, swimming the breast stroke for the first length only and giving up the race when he reached the mid-way. From this stage onwards he was keenly watching and directing his men, evidently placing amply justified confidence in MacCabe to carry the blue ribbon for the Northerners.

All started off well. MacCabe, D. H. Cooke, and Pereira took the lead, with the rest all in a bunch behind. MacCabe, of Shanghai, kept on increasing his lead length by length. In the third length many dropped behind and MacCabe was in front with Rose second and C. J. Cooke and Robinson together following. This position was maintained till the sixth length, and then C. J. Cooke came lead with Rose, with Robinson close behind. After this there was no doubt as to the issue of the race. Hongkong's hopes waned and MacCabe's lead assured. In the finishing length, Cooke stepped to catch MacCabe but his Northern opponent was too good for him. MacCabe put on a grand sprint and finished in fine style quite four yards ahead of C. J. Cooke. This swimmer was enthusiastically cheered by the spectators and as he entered the enclosure met with a spontaneous popular ovation. The honour was well deserved.

SECOND DAY. 24th inst.

Beautiful weather again favoured the second day's events at the Victoria Recreation Club this afternoon. The same keen interest was shown by the large concourse of spectators and the good season was provided during the afternoon. Following are the results up to the time of going to press:—

HURDLE RACE HANDICAP. (Members only) 4 Heats.

1ST HEAT.
J. M. R. Pereira 1
R. A. Carvalho 2
Time: 49 secs.

2ND HEAT.
R. C. W. Mitchell 1
A. V. Barros 2
Time: 46 secs.

3RD HEAT.
F. L. de Rosa 1
Time: 50 4/5 secs.

4TH HEAT.
A. J. V. Ribeiro 1
Time: 53 1/5 secs.

PLUNGING INTERPORT CHAMPIONSHIP.
F. M. Rosa Pereira (57 ft.) 1
R. C. W. Mitchell (57 ft. 2 in.) 2
P. Fowler (Shanghai) (55 ft.) 3

BOYS RACE, 2 Lengths Handicap (Open to all boys under 15 years of age).
J. Cruz (Owes 13 Secs) 1
L. Souza (Owes 7 Secs) 2
Time: 52 1/2 Secs.

TEAM RACE, Shanghai vs. Hongkong. 8 men a side. One length.
Hongkong won by about five yards.
Time: 50 4/5 Secs.

THE SHANGHAI TEAM.

The team of swimmers selected to proceed to Hongkong and take part in the Victoria Recreation Club's annual three days' carnival, on Thursday, Friday and Saturday of next week, will leave to-day, catching the launch *Lota* at the Customs Jetty at 11.30 a.m., reports the *Shanghai Times* of 17th inst.

T. W. R. Wilson has been chosen to fill the tenth place, and his inclusion will strengthen the team. Not only will he be available as goal-keeper in the water polo match, but he is a useful swimmer for the shorter distances. The team as it is now constituted is as follows:—

Fowler (Captain), R. W. MacCabe, E. Prince, C. W. O. Mayne, J. Wilson, D. H. Cooke, G. J. Robinson, W. Jones, T. E. N. Rosser and T. W. R. Wilson.

The best wishes of all sportsmen will go with the team, and it is to be hoped that every individual member will succeed in maintaining his reputation and assist in bringing to Shanghai several trophies. The last occasion when a Shanghai swimmer opposed Hongkong at Hongkong was in November, 1904, when N. H. Alves and V. H. Lansing met in a two lengths race (66 2/3 yards) in the V. R. C. Bath. On that occasion N. H. Alves won in 40 4/5 sec.

In the same year J. W. Mitchell (now in Shanghai) won the two yards championship in 70 secs; the 200 yards in 2 min. 2 secs; and half-mile in 14 min. 50 4/5 Secs. Alves was second in each event. The best time for the 100 yards in Hongkong stands to the credit of C. Humphreys and is about 55 2/5 seconds. T. W. R. Wilson was two years or more ago, however. Since then several other swimmers have improved, chief among them evidently being A. A. Claxton and P. M. Remedios. In recent handicap for 100 yards both conceded the winner (A. H. Carroll) six seconds, and Carroll won in 74 1/2 seconds. In this time Claxton and Remedios must be considered as being able to do the distance in under 70 seconds.

Then C. J. Cooke, if in anything like old form, is very useful for the 100 and 200 yards, while R. C. and G. W. Mitchell are believed to be useful for the shorter distances. Hongkong will have plenty of men to choose from; whether the Southern Colony will be able to select a quartette of swimmers as fast as the five from Shanghai who will compete in the Flying Squadron is another matter. The races for the 100 yards, the 200 yards and the quarter mile should be close contests, but local conditions will tell against the visitors. In the first place the take-off platform is much higher than is customary here. On an ordinary tide it is three to four feet above the water; on a low tide five or six. Here it is customary to dive in from about a foot above the water. From a platform three feet high a good diver undoubtedly gains an advantage over one used to diving from a lower stage. Again, here the baths are fitted with a rail at each end, which the swimmers grip to turn in Hongkong there is no rail; the swimmers turn on plaques at the end of the bath, it may not make much difference, but it is worth mentioning. Naturally the Hongkong swimmers are accustomed to the high platform and the turning plaques. In the diving from the spring board the distance from the board to the water is greater than is usual here with the enclosed baths. Another difference to be noted is the fact that the events will be swum in salt water, against fresh water in Shanghai.

In view of the interest which is being taken in this Interport fixture, it will no doubt be interesting to our readers to bring to the

performances of the team in the two recent galas. At the Rowing Club gala the International Club members did not compete, but members of the Rowing Club competed at the other gala.

R. W. MacCabe won all the championships. He won the Rowing Club's championship (98 yards) in 57 1/5 Secs; the 100 yards open championship in 70 Secs; the 200 in 2 min. 2 1/5; the long distance championship in the river and he also won the throwing of the polo ball, sending the ball sixty feet.

Eric Prince was second to MacCabe in the 100 yards open championship, his time being 71 1/5; won the nearest header competition; second in the two lengths handicap from scratch, credited with doing the distance (66 2/3 yards) in 37 1/5 seconds (Shanghai record); was a member of the winning flying squadron team.

J. Wilson was third in the open 100 yards long distance behind the winners; he won the long distance Club handicap from two seconds start in 1 minute 21 seconds; was a member of the winning flying squadron team.

C. W. O. Mayne was second to MacCabe in the Rowing Club's championship (98 yards), two yards behind and beating G. J. Robinson by a touch only; beaten by E. J. Little, to whom he conceded 21 seconds in heat of the 98 yards handicap, being third in the final to R. W. Wells (22 Secs) and R. W. Scott (23) in 1 min. 21 Secs; was second in the Rowing Club's graceful diving to D. H. Cooke, G. J. Robinson was third in the Rowing Club's graceful diving; was beaten by R. W. Wells (22) and R. W. Scott (23) in the 98 yards handicap, he being second to MacCabe in the 220 championship, being several yards behind.

D. H. Cooke was second in R. W. Scott in the Rowing Club's long plunge, no distance being given, and won the graceful diving at the same gala; did not compete at the International's gala.

W. Jones won the 100 yards handicap at International Club's gala in 2 min. 58 3/5 Secs; was a member of the winning flying squadron team.

T. E. N. Rosser won bobbing for corks, punt fight and was in winning flying squadron team. P. Fowler won breast stroke, and long plunge at International's gala, with 51 feet.

T. W. R. Wilson failed to win a prize at the International's gala, though he was in a couple of the finals.

All the above men have participated in recent polo matches.

The flying squadron team referred to was that against the Rest of Shanghai, when Prince, J. Wilson, Jones and Rosser won, covering the 766 yards in 3 min. 3 Secs, an average of 22 1/2 Secs. per man per length of 3 1/2 yards.

SHANGHAI HONGKONG.

The V. C. D. News of 14th inst. says:—The Shanghai Interport Swimming Team will leave for Hongkong per I. C. S. *Hangang* on Friday, the 17th inst., at noon. The following have been chosen to represent Shanghai:—P. Fowler, (Capt.), E. Prince, and R. W. MacCabe, Selection Committee: C. W. O. Mayne, J. Wilson, D. H. Cooke, G. J. Robinson, W. Jones, T. E. N. Rosser and one other, probably.

The team is expected to arrive in Hongkong on September 21, and the day's work will take place on the 23rd inst., the following being the probable events and the probable Shanghai representatives:—Half-mile: R. W. MacCabe, G. J. Robinson, D. H. Cooke, and W. Jones.

100 Yards: R. W. MacCabe, E. Prince, J. Wilson, and C. W. O. Mayne.

High Dive: E. Prince, D. H. Cooke, and C. W. O. Mayne.

2nd Day, September 24, 200 Yards: R. W. MacCabe, G. J. Robinson, D. H. Cooke, W. Jones, and E. Prince.

100 Yards: R. W. MacCabe, W. Jones, G. J. Robinson, and D. H. Cooke.

Throwing Polo Ball: R. W. MacCabe, C. W. O. Mayne, P. Fowler, and D. H. Cooke.

3rd Day, September 25, Plunging: P. Fowler, and D. H. Cooke.

Running Header from Springboard: D. J. Cooke, E. Prince, and C. W. O. Mayne.

Flying Squadron Race, 2 Lengths, 66 Yards: E. Prince, C. W. O. Mayne, G. J. Robinson, R. W. MacCabe and J. Wilson.

Water Polo: Goal, A. N. Chabrier, W. Jones, Backs, D. H. Cooke, A. N. Chabrier, W. Jones, Half Backs, R. W. MacCabe, Forward, G. W. O. Mayne, P. Fowler, and T. E. N. Rosser.

The second day's events will probably be altered, the 200 yards taking place on the last day and a Flying Squadron Race one length of eight men a side and a two length breast stroke race, completing the programme for the second day.

Flying Squadron, One Length: E. Prince, R. W. MacCabe, J. Wilson, T. E. N. Rosser, W. Jones, G. J. Robinson, C. W. O. Mayne, A. N. Other.

Two Length Breast Stroke: P. Fowler, D. H. Cooke.

THE SAI KUNG MURDER.

PRISONER FORMALLY REMANDED.

At the Magistracy, last Thursday, before Mr. J. R. Wood, the Chinaman who has been arrested for the alleged murder of his sister-in-law near the San Cheong village, in the New Territory, on the 13th inst. as the result of a long-standing dispute was arraigned on the capital charge. Mr. P. P. J. Wodehouse, Deputy Superintendent of Police, prosecuted. Dr. J. W. Hantley, Medical Officer at Kowloon, appeared to have been present at the post-mortem examination held on the body of a Chinese woman on the 15th inst. Witness attributed the cause of death to loss of blood and said he saw a deep wound in the region of the buttocks two inches long and about two and a half to three inches deep. The knife must have entered the artery but he could not say whether the stab was caused by one blow.

Further evidence was called and the case remanded.

THE HABEAS CORPUS CASE.

MAGISTRATE TAKES EXCEPTION TO CHIEF JUSTICE'S JUDGMENT.

At the conclusion of the Criminal Sessions yesterday afternoon, Mr. C. J. Alabaster drew the attention of the Chief Justice to a certain paragraph of the judgment delivered by His Lordship Thursday in the case in which an application had been made for a writ of *habeas corpus*. It may be remembered that in June last, a Chinaman was arrested on charges of armed robbery and murder in China. On August 10th, after innumerable remands, prisoner was discharged on the charge of murder. The court on this occasion said within the precincts of the jail and not in the customary Court. Immediately after he had been discharged and while still in custody at Victoria Gaol he was re-arrested on the charge of armed robbery. His Lordship held that the proceedings were not in order and accordingly discharged the prisoner.

Mr. Alabaster said that the paragraph to which objection had been taken was the one which said: "Apparently the second remand was in order that another warrant should be served upon defendant," etc., and that the word "warrant" should not have been used, as a result of which the magistrate felt rather but.

The Chief Justice expressed regret that any misunderstanding should have been caused and agreed to amend the paragraph in question.

After some discussion, Mr. Eldon Potter, on behalf of the prisoner, applied for an adjournment for further argument.

The application was granted and the question will be considered in Chambers.

THE OPIUM TRAFFIC.

ARREST OF A CHINESE SYDNEY MERCHANT.

For some time past the police have been vigilant in detecting cases of opium traffic, and on Tuesday night Sergeant O'Dea, of the Regent-street Police Station, after days and nights of careful watching, was successful in leading a well-known Chinese merchant, of Pitt-street, Sydney, on the charge of selling opium, reports the *Evening News* of the 19th ult. About 6 o'clock Sergeant O'Dea, who was watching the merchant's premises, saw a delivery wagon drive up to the door, and take away two small boxes. The delivery wagon was in the direction of the Central Railway Station, and Sergeant O'Dea hastened to the station, and awaited the arrival of the wagon. He had been there only a few moments when the driver arrived, and proceeded to deposit with the railway officials two boxes addressed to Tamworth. Sergeant O'Dea questioned the driver as to the contents of the boxes, but not receiving satisfactory replies, opened them, and found stowed away under some potatoes three boxes of opium in each box. Sergeant O'Dea took possession of the boxes, and proceeded to the Chinese merchant's store, where he arrested him, and took him to the Regent-street Police Station.

SINGAPORE.

ASIA NAVAL BASE.

Mr. D. J. Macaulay writes a long letter to the *Times* traversing an article in that journal on "An Imperial Cruiser Squadron." It was recommended that Canada should make the Pacific Coast the sphere of her naval supremacy. But the nearest British port is 6,000 miles away at Hongkong; the route being commanded by Japan and America. He writes:—

The connection of the Canadian Fleet with the rest of our naval forces would therefore be entirely dependent in war on the good will of the only Powers who, for very many years at least, can possibly threaten her Pacific coast. In a war with the United States, a Canadian fleet, placed as you suggest, would be at once isolated. In a war with an East Asian Power, the naval defence of the west coast of North America can best be carried out by a fleet operating from Singapore and Hongkong. In any other war (in which Canada's Pacific coast or shipping may be threatened) her fleet would be disadvantageously placed for rapid response of any other part of the British naval forces.

Your suggestion for a cruiser squadron connecting, and manœuvring with, the South African, Australian, and Canadian Pacific Fleets, is eminently sound in principle. But, owing to the very weak basis from which you start—the immediate creation of weak, scattered naval units—it is surely too wide and loose for practical application. A cruising range of 14,000 miles would evidently entail enormous expense, and very intermittent training, especially as regards the terminal units, which would be liable to occasional loss of the risk of isolation with the Canadian unit. The method you advocate would again be better applied if the Canadian naval forces were in the Atlantic, not the Pacific. The Canadian Fleet could then manœuvre with their natural war comrades, the Atlantic Fleet and Cruiser Squadron; whereas, the squadron you suggest could devote its attention to the Australasian and South African units. This would secure cheaper and more constant training, and a better strategic position of the total Imperial naval forces. I suppose that this strategic disposition would be still further improved if the connecting fleet were based on Colombo and Singapore, a fleet so placed, while it could manœuvre with the Australasian, and South African units, would itself occupy a strategic position of the first importance, both as regards the Pacific and the protection of all our Far Eastern and Australasian trade.

SINGAPORE THE KEY OF STRATEGY.

The Singapore position is, indeed, the key of our modern strategic problems. A strong fleet—not merely a cruiser squadron—in the North Indian Ocean would deal directly with the Pacific problem, inasmuch as it affects the West Coast of Canada, the Australasian Province, and India. It would directly simplify the Indian problem, especially if balanced by a supplementary force in the self-governing provinces. And in conjunction with

these forces, it would as evidently nullify the reciprocal influence of the Indian, Pacific, and European problems on each other. I have discussed this matter in a recently issued pamphlet, I treat the whole question, however, from a somewhat different point of view to that which you take. You lay down as a principle already established, that the British naval development of the future will be on lines of local navies. This is very possibly the policy of the future. But does that necessarily mean that it should be the immediate policy of the present? You insist that the first step must be the creation of local fleets. Here it is that many will think you fail. Colonial fleets, for many years at least, can only be extremely weak naval units, badly placed strategically, and wasteful as regards both Local and Imperial defence.

The question, as I look at it, is this: I using the time which must elapse until colonial resources in money and in naval personnel can be sufficiently developed to admit of the maintenance of local fleets of practical value; and during which the Empire in general can devise some method of co-ordination of central and local naval control, could not the initial efforts of the Colonies, if combined with the resources of India, be utilised for the solution of present strategic problems and for such a change as to establish a basis for the naval evolution of the future? The first step necessarily, I suggest, is not the creation of insignificant local navies, but the concentration of colonial effort, as regards construction, on an amalgamated fleet so placed as to give real protection to all British territory touching the Pacific or Indian Oceans. At the same time, the development of colonial resources in naval personnel should be proceeded with as rapidly as possible.

THE INFLUENCE OF INDIA.

The one naval position in the world which satisfies modern conditions of colonial and Indian defence is not "European seas" or on any colonial shore, but in the North Indian Ocean. It is there that we should create a supplementary Imperial Fleet—not only as a defence, but as a preventive of war. The efforts of the Colonies should be supported by the resources of the Mother Country and of India. What form this support might take, and how Colonial and Indian interests can be balanced, I have discussed in some detail in the pamphlet referred to. I will not trouble you with my suggestions here further than to point out that, as India is a strategic factor of the highest importance in the Empire it is vain to expect any reasonably correct solution of any general problem of Imperial defence, even naval defence, without very carefully weighing her influence on our strategic requirements and resources. Of India you make no mention whatever in your scheme. The influence of India on Imperial defence is even greater than it is on any other matter of the interior economy of the Empire; she has furnished one of the gravest problems of Imperial defence, and one that has a very aggravating effect on other modern problems. This alone is a reason why she may justly be called on to assist in bearing the increased burden which those modern problems make necessary. Moreover, from a strategic point of view, how can any efficient scheme be devised, if the self-governing provinces are alone considered? Without India, at least half the Empire is strategically disjoined. Any scheme which merely considers the disjoined parts will be so loose as to have little practical value. For instance, your neglect of India, and the influence she could have on the defence of the West Coast of Canada, accounts to a large degree for the looseness of the scheme you have propounded.

Emphasis should be placed on the fact that there is nothing in a policy of concentrated effort to day which precludes a future policy of local navies, when the resources of the Colonies are more suited to the maintenance of naval forces. Twenty years hence it may be desirable and practicable to develop such a policy to a far greater extent than is at present advisable. Local fleets working on a strong pivot will be a very different thing to the weak unconnected forces possible to-day. The first thing to do is to establish the pivot. A battle fleet based in the North Indian Ocean is a supplementary pivot evidently required east of Suez. With that established, we can look with some equanimity on the next twenty years, and easily evolve, as you suggest, a progressive plan of action not merely suited to the requirements of the hour, but such as will lead the way in time to systematic and efficient combination for naval purposes throughout the world.

COMMERCIAL.

YARN MARKET.

17th September, 1909.

Throughout the fortnight the market has been quiet and particularly so during the last week. A general disinclination on the part of dealers to continue operations is apparent; but with sellers anxious to ease their holdings parcels here and there, change hands whenever special inducement is offered. Business from first hands, consequently, has been trifling and confined chiefly to No. 1 and 2 prices. Prices are anxious to meet what meagre demand that exists there is no actual pressure to sell menhallow. Receipts for the fortnight are comparatively very heavy, and stocks show a further considerable increase on last estimate. The market closes quiet. Bombay is reported strong but quiet. The scarcity and high price of cotton has brought the mill industry there to such a pass that in all probability there will be shortly an all round stop time, if not stoppage of work, in spinning especially. The boding more or less severe losses to many factories and dire distress to the mill operatives.

Sales of the interval aggregate 1,450 bales, arrivals amount to 17,100 bales, unspun stock estimated at 27,000, and unspun yarn in second hands at 35,000 bales.

Local Manufacture:—No business is reported.

Japanese Yarn:—Neglected throughout.

Raw Cotton:—There is no movement in Cotton whatever. Importations of both Indian and China descriptions have entirely ceased, and in the absence of any stock or transshipments values must be considered more or less nominal. Quotations are: India, \$28 to \$36. Bengals and \$32 to \$38 Chinese.

Exchange on India has fluctuated slightly, and closes to-day at Rs. 13 1/2 for T/T and Rs. 13 1/4 for Post. On Shanghai 74 1/2, and on Japan 84 1/2.

The denominated business in imported and local spinning is reported from Shanghai during the fortnight ended the 11th inst. as:—Indian:—Continued quiet during the greater part of the interval, but an unexpected demand from the River Ports and Szechuan set in at the close, and about 4,500 bales changed hands at a slight advance. Estimated unspun and unspun stock 68,500 bales.

Japanese:—Total sales about 2,000 bales on the basis of Tls. 102 1/2 to Tls. 103 1/2 for No. 165, and Tls. 116 to Tls. 120 for No. 208. Close strong.

Local:—No business from first hands.

R. K. R. R. R.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of the 18th inst.:—

There is no improvement in the condition of our freight market to report, and the fixtures are but few. Rates remain about the same all round.

Saigon to Hongkong:—No fixtures have been reported during the fortnight under review. The rate is nominally 8 cents per picul, but there is no demand for Saigon rice here.

Saigon/Philippines:—Advices reached us from the Philippines, after the issue of our last, prophesying a fairly large trade in this direction should the rain hold off much longer in the Philippines. Two fixtures are reported on the basis of 21 cents for 35,000 piculs, which is no improvement on the rates quoted in our last circular.

Kamran Bay/Manila:—A steamer is reported fixed on lump sum basis.

Saigon/Java:—No fixtures to report. It is on record that the orders on the Saigon and Java markets have been picked up by the N. D. L. Orient boats at rates which our Owners and Agents considered very low for the business.

Java/Hongkong:—We have heard of no fixtures in this direction.

Newchwang/Canton:—One steamer has accepted a cargo of 70,000 piculs at 24 cents.

Rajahmundry/Hongkong:—The *s.s. Rina* has been taken up again at the rate of \$13,500 lump sum.

Coal Freight:—There is a slightly better inquiry for tonnage, and the following fixtures have been concluded: Labuan to Swatow at \$2.35, Labuan to Manila at \$2.25, Labuan to Gueblin (

Dividends Payable.—Green Island Cement—Interim of 35 cents per share for account 1909 payable on the 25th inst. Highland and Lowlands.—Interim of 1/5 per share for a/c 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—September Settlement 29th September. October Settlement 29th October. November Settlement 29th November. December Settlement 29th December.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/8 1/2
Do. demand 1/8 1/2
Do. 4 months sight 1/9 1/2
France—Bank T.T. 1/8 1/2
America—Bank T.T. 1/8 1/2
Germany—Bank T.T. 1/8 1/2
India T.T. 1/8 1/2
Do. demand 1/8 1/2
Shanghai—Bank T.T. 1/8 1/2
Singapore—Bank T.T. per H.K. \$100 1/8 1/2
Japan—Bank T.T. 1/8 1/2
Java—Bank T.T. 1/8 1/2
Buying.
4 months sight L/C 1/8 1/2
6 months sight L/C 1/8 1/2
30 days sight San Francisco & New York 1/8 1/2
4 months sight Sydney & Melbourne 1/8 1/2
30 days sight Sydney & Melbourne 1/8 1/2
4 months sight France 1/8 1/2
6 months sight 1/8 1/2
4 months sight Germany 1/8 1/2
Bar Silver 1/8 1/2
Bank of England rate 1/8 1/2
Sovereign 1/8 1/2

LOCAL AND GENERAL.

CABLE communication with Macao is interrupted.

A SERIES of regulations under the new Liquors Ordinance is published in the *Government Gazette*.

DELAY on traffic in telegrams exchanged with Shanghai and places north of Shanghai is again normal.

MR. W. ROSE DAVIES, K.C., Attorney General, returned by the German mail, from home leave, last Wednesday.

THE anti-Japanese boycott movement at Newchwang is in the ascendancy, but it has been suppressed at Tientsin.

THE Empress Dowager has ordered the installation of electric lights and telephones in the Changchun Palace.

FIFTEEN years were awarded an Indian of the Criminal Sessions last Monday for committing an offence of gross indecency.

MR. P. BULLER has joined the British North Borneo Government Service and will open up the new Government Rubber Estate.

VICEROY HUI LING of Mukden has issued a warning against any agitation by the newspapers in favour of a boycott of the Japanese.

THE yield for August of the Highlands and Lowlands Rubber Co., Ltd. was 26,764 lbs., making a total of 210,017 lbs. for the year.

CHANG YU-ANG, the new Chinese Minister to America, leaves Peking in the middle of September. He goes to America on the P.M.S.

THE Ministry of War has made a proposition that anyone who is able to construct a man-of-war on a foreign model, should be awarded a rank of nobility.

CHINESE reports say that the Shanghai Taoist has addressed the Senior Consul and opposed the project of holding the autumn regatta at Henli, near Quinsay.

HIS Majesty's Minister at Copenhagen has been notified by the Danish Foreign Minister that Hongkong trade marks are now accorded protection in Iceland under a Danish Royal Decree dated 31 June, 1909.

BOTH the Waipupu and the Yuchuanpu. it is stated, have found by their statistics that they should have a surplus of funds and they have, therefore, requested that these funds may be applied for reform measures in their provinces.

THERE are 48 acres under rubber, owned by Chinese on the Cape of Negri Sembilan and the area is rapidly increasing. The planters confidently assert that they will be able to place rubber on the Singapore market at 50¢ the pikul.

THE Government is inviting tenders for the letting of the vacant plot of Crown land opposite the Central Market for three years from 1st November next. The area of the site is 23,320 square feet and the upset Crown rent \$500 per month.

WE are informed by the Colonial Secretary that information has been received from the Colonial Secretary at Colombo to the effect that the notification declaring Hongkong an infected port under quarantine regulations has been removed.

OUR congratulations are due to Mr. and Mrs. SIBBER (D. O. Tapah) on the birth of twins, a boy and girl. This is the third case of twins born to Government officers in the F. M. S. during the last 15 months, says the *Perak Pioneer*.

MR. ELIASH, formerly Japanese Consul-General at Shanghai, who was recently recalled, has been appointed Consul-General at Chien-tao. Mr. Matsuo, Secretary of Legation at Peking, will take up the duties of Consul-General at Shanghai.

IT has been arranged that the Franco-Japanese Trade-marks Convention, which applies to China only, shall be applicable outside China. Any violation that may have taken place prior to the new convention shall be rectified within a certain period.

THE N. C. D. News understands that a large firm in Japan has made a contract with the Chinese Engineering & Mining Co., Ltd. to buy 150,000 tons of the "Kaiping" coal. The shipments will be made from Chiuwangtan, the C. E. & M. Co.'s port.

WITH reference to the allegations made by Russian newspapers that the Chinese-Japanese convention is antagonistic to Russia, it is pointed out in Tokyo that the convention will not be antagonistic to any Power so long as the Power maintains a peaceful purpose.

A YOKOHAMA message says that, while other steamers on the American route have of late been returning almost empty of cargo owing to the extraordinary deluge of business, the O. S. S. new liner *Zeppelin*, which arrived at Yokohama last week after completing her first American trip, had 925 tons of cargo on board, of which 361 tons went for Yokohama.

TELEGRAMS from South Manchuria say that the outbreak of cholera at Chemulpo is spreading and that the disease has made its appearance at Seoul.

CHOLERA is spreading still further in Korea. It has now invaded the Palace compound at Seoul. Three members of the staff of the Kobe Post Office have contracted cholera.

FIFTEEN years' imprisonment with hard labour was the sentence inflicted on another Indian at the Criminal Sessions last Tuesday afternoon for committing an offence of gross indecency.

OWING to constant incursion the natives of Manchuria are hesitating to buy Japanese goods. According to Japanese reports considerable annoyance is thus caused to Chinese merchants who obtain their supplies from the Japanese.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—An Ordinance to amend the Prison Ordinance, 1891; an Ordinance to amend the Tramways Ordinance, 1883.

IT is stated that the railway which is intended to be built from Kalgan to Suifu will be 800 li in length, and its cost is estimated at Tls. 2,000,000. The construction will take about two years and Tantai Jeme Tien-yu will be appointed its Director.

THE Committee of the Hongkong Cricket Club desire us to express their most sincere thanks to all those who assisted in any way towards the production of what they believe to have been a successful concert on the night of Saturday, the 18th instant.

FRANCE KUNG, Chief Anti-Opium Commissioner, has decided that hereafter the punishment recommended for officials denounced for opium-smoking should be dismissal with the understanding that they are never to be employed again in the public service.

IT is a strange fact that Chinese gardeners in the F. M. S. prefer to rent the lands of Malays and others to carry on their trade, rather than take up the land on their own account, paying larger rents than they would have had to do if leased direct from the Government.

HIS Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—Ordinance No. 17 of 1909.—An Ordinance to provide for the collection of duties upon intoxicating Liquors.

THE products of the Vienna Café Co., Ltd., which has just been opened, can be confidently recommended to the public as being of excellent quality and made of the very best flour obtainable in the Colony. We have sampled an assortment of cakes and bread received from the "Vienna" Bakery.

AT the Criminal Sessions yesterday afternoon a unanimous verdict of "guilty" was entered in respect of one of the prisoners in the piracy case and he was accordingly discharged. With regard to the other prisoner, the jury found him guilty of receiving goods and was sentenced to two years' imprisonment with hard labour.

A CHINESE report says that the Prince Regent has personally addressed the Grand Council, saying that the slightest connivance would be China, and that orders should be given to the metropolitan and provincial high authorities to avoid partiality and favouritism and to punish rigorously any official evading the prohibition.

THE Governor's Council has appointed the following as Kowloon Point (at West Point), the property of the Hongkong and Kowloon Wharf and Godown Company, Limited, and the godowns at Kowloon Point known as "Holt's Wharf," the property of the Ocean Steamship Company, Limited, to be King's warehouses for the purpose of the Liquors Ordinance, 1909.

THE Waipupu says a vernacular contemporary has received a telegram from the Chinese Ministry had decided to organize a naval school with short-cut courses with the special object of training Chinese students. It may not be far wrong to surmise, says our contemporary, that the country in question is China's island neighbour, Japan.

A REVISED scale of fees payable by patients in the Government Civil Hospital, Victoria Hospital, the Government Lunatic Asylum, and the Kowloon Hospital, is published in the *Gazette*. For 1st and 2nd class the daily rates are the same for civil officers and private patients, who have to pay \$4 and \$5 in each of the two classes, respectively. There is a sliding scale for third class patients.

THE prisoner who was discharged by the Chief Justice at the Criminal Sessions last Thursday as the result of an application for a writ of *habeas corpus*, was re-arrested shortly after his release and appeared at the Magistrate's yesterday afternoon on a charge of armed robbery on the 27th January of last year, within the jurisdiction of China. Mr. Otto Kong Sing appeared for the prisoner and the case was postponed.

BEAUTIFUL refreshing breezes, says the *Strait Times*, wafted across the sparkling green of the harbour this morning, struck a stretch of old dried fish festering on waste land in Cecil Street. Its progress was almost stayed, where it managed to find its way to the office where sailors become sick and paste turned sour. Surely these dainties might be allowed to contaminate areas other than those in town.

THE U.S. Navy Department is contemplating extensive repairs to the cruisers *Challenger*, *Cleveland*, *Galveston* and *Danvers* of the Third Squadron, Pacific Fleet, now on the China coast, and will recommend that Congress authorize for alterations, expenditures in excess of the limit of \$200,000 which may be made without special authority. It will not be made without special authority. It will not be made without special authority.

IT is understood that the *Danvers* will return within the next two or three months and the *Cleveland* will follow late in the year. The *Challenger* and the *Galveston* will be sent home next year.

IT is either a feast or a famine in Hongkong so far as entertainments are concerned. "ere is Hama's coming to open early next month and at the very same time the Hippodrome, which has been scoring success at Canton, is to pitch its tent at Causeway Bay. The Hippodrome needs no praise in Hongkong. Its reputation for variety and novelty still exists and we are told that the programme includes a host of new turns calculated to turn the most sour-visaged curmudgeon into a little "hippy" angel of delight. Particulars are as yet wanting as to the main features of the show on this occasion, but they are not likely to be found wanting. The Hippodrome opens about the 1st of next month.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,001,819	{ Interim of £2 for account 1909 @ ex 1/9 = \$22.72 }	{ \$995 sales London 203 }
Yatouan Bank of China, Limited	99,725	£7	£6	{ £4,000 \$30,000 }	\$30,552	\$2 (London 3/6) for 1903	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$22,757 \$411,990 \$185,000 }	none	\$14 for 1907	7 1/2 % \$180 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 % Tls. 119
Canton Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$108,848 \$105,248 \$68,500 }	\$8,464,901	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908 }	5 1/2 % \$842 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$104,405 \$104,405 \$104,405 }	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 % \$232
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$100,000 \$100,000 }	\$275,341	\$6 and bonus \$1 for 1907	7 % \$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$100,000 }	\$368,711	\$27 for 1907	8 % \$360 sa. and b.
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$15	\$14	{ \$7,000 \$7,000 \$7,000 }	\$1,035	\$1 for 1906	\$84 sellers
Qongkai Steamship Company, Limited	20,000	\$50	\$50	{ \$10,000 \$10,000 \$10,000 }	nil	2 1/2 for year ending 30.6.1908	7 % \$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$10,000 \$10,000 \$10,000 }	\$21,170	Interim of \$12 for account 1909	7 1/2 % \$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000 }	£13,755	{ 6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154 }	\$60
do. (Deferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000 }	£13,755	{ Final of 2 1/2 for 1908 and Interim of 1 1/2 for a/c 1909 }	70/6d. buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£10	£1	{ £10,000 £10,000 £10,000 }	£6,817	{ \$1.00 \$0.50 } for year ending 10.4.1909	4 % \$15
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000 \$10,000 }	\$1,121		3 1/2 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$146 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$100,000 \$100,000 }	Dr. \$135,893	\$3 for 1897	\$23
Perak Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 38 for year ending 31.8.08	Tls. 350 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £17,000 £17,000 £17,000 }	£1,156	{ Interim of 1/6 (coupon No. 12) for year ending 20.2.09 }	7 % Tls. 18 sales
Ruby Australian Gold Mining Company, Limited	150,000	£1	£1	{ £17,000 £17,000 £17,000 }	Dr. £2,191	No. 12 of 1/6 = 48 cents	\$84 sellers
DOCKS, WHARVES & GODOWNS.							
Cowick & Co., Limited	18,000	\$25	\$25	{ \$45,000 \$45,000 \$45,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	10,108	None	\$60 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$250,000 \$250,000 \$250,000 }	\$45,103	Interim of \$14 for account 1909	12 1/2 % \$56 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,262	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 78 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,817 Tls. 50,000 Tls. 125,000 }	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 127 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 100	Tls. 100	{ Tls. 35,000 Tls. 35,000 Tls. 35,000 }	Tls. 4,734	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	12,000	\$15	\$15	{ \$18,000 \$18,000 \$18,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	\$172 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$60,000 \$60,000 }	\$9,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$374 ex div. \$343 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$50,000 \$50,000 \$50,000 }	\$10,018	Interim of 3/4 for account 1909	6 1/2 % \$104 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$22,174	60 cents for 1908	6 1/2 % \$94 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000 }	\$5,486	\$1 1/2 for 1908	5 % \$50 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000 }	Tls. 12,818	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$625,000 \$625,000 }	Tls. 12,818	Interim of \$2 for account 1909	8 1/2 % \$44
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	8,850	Tls. 5 for year ended 31.10.1908	3 1/2 % Tls. 137 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	1,553	50 cents for year ending 31.7.08	6 % Tls. 89
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 750,000 Tls. 750,000 }	8,372	Tls. 6 for year ending 30.9.06 (8 1/2)	\$111
San-hung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 800,000 Tls. 800,000 }	Tls. 4,829	Tls. 4 for 1908	Tls. 111
Yee Chee Cotton Spinning Company, Ltd.	1,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 Tls. 50,000 }	Tls. 15,912	Tls. 50 for 1906	Tls. 460 buyers
MISCELLANEOUS.							
Shi's Asbestos & Earth Agency, Limited	8,000	£1 1/2	£1 1/2	{ £1,500 £1,500 £1,500 }	£1,500	15 % per share for 1908	\$10
China Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000 }	£1,500	\$1.20 or 1908	9 % \$15 buyers
Bing Light and Power Company, Limited	50,000	\$12	\$12	{ \$600,000 \$600,000 \$600,000 }	£1,500	50 cents for year ended 31.12.06	\$61 sellers
China Provident Life & Assurance Co., Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$1,250,000 \$1,250,000 }	\$1,407	80 cents for 1908	8 1/2 % \$94 sales
Jaily Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$300,000 \$300,000 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 % \$18 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$2,000,000 \$2,000,000 \$2,000,000 }	\$3,750	Final of 50 cents making 90 cents for 1908	10 % \$870 sellers
H. Price & Company, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000 \$150,000 }	\$3,750	80 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none none none }	5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$202 buyers
Hongkong Ice Company, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000 }	17,616	Interim of \$2 for account 1909	10 % \$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$10	\$10	{ \$50,000 \$50,000 \$50,000 }	17,616	Interim of \$1 for account 1909	8 1/2 % \$183 buyers
Lat-sichappi for Mijia, Boyce & Landbouw	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 547,500 Tls. 547,500 }	Tls. 19,121	{ Third quarterly of Tls. 12 1/2 for account 1909 }	7 % Tls. 850
Lat-sichappi for Mijia, Boyce & Landbouw	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 547,500 Tls. 547,500 }	Tls. 19,121	{ 80 cents on fully paid shares and 8 cents on 1/2 paid shares for year ending 30.4.09 }	6 % \$140
Lat-sichappi for Mijia, Boyce & Landbouw	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 547,500 Tls. 547,500 }	Tls. 19,121	None	3 % \$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 24,820 Tls. 24,820 }	Tls. 24,820	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 108 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none none none }	Dr. \$16,602	None	\$23 sales
Yam Laundry Company, Limited	30,000	\$5	\$5	{ none none none }	\$36	40 cents for year ending 31.5.08	7 % \$23 buyers
Yam Laundry Company, Limited	30,000	\$5	\$5	{ none none none }	\$36	40 cents for year ending 31.5.08	5 % \$23 buyers
Yam Laundry Company, Limited	30,000	\$5	\$5	{ none none none }	\$36	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$124 buyers
Watson, (A. S.) & Co., Limited	97,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 % \$8 sellers
William Powell, Limited	11,000	\$7	\$7	{ \$77,000 \$77,000 \$77,000 }	\$758	{ Final of 30 cts making 80 cts. for the year ended 30th June, 1906 }	\$4 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,100,000	2/-	2/-	{ none none none }	none	Interim of 12 1/2 % for account 1909	14/6
Balgownie Rubber Estate, Limited	20 0/0	\$10	\$10	{ \$7,400 \$7,400 \$7,400 }	\$11,305	25 % for year ending 31.3.09	\$61 buyers
Castledale Rubber Estate, Limited (fully paid)	20 0/0	\$10	\$10	{ none none none }	none	None	£2.17 6
do. (contributory)	20 0/0	\$10	\$10	{ none none none }	none	None	£2.17 6
Highland & Lowland-Para Rubber Co. (fully paid)	141,454	£1	£1	{ £176 £176 £176 }	£8,784	None	£2.17 6
do. (contributory)	141,454	£1	£1	{ none none none }	none	None	£2.17 6
Kuala Lumpur Rubber Co., Limited	120,000	\$1	\$1	{ none none none }	none	None	£2.17 6
Lat-ga Plantations, Limited (ordinary)	90 0/0	2/-	2/-	{ none none none }	none	3 % for year ending 30.6.08	£2.17 6
do. (7% pref.)	10 0/0	2/-	2/-	{ none none none }	none	Interim of 40 % = 9d. for account 1909	£2.17 6
Ragalla Rubber Company, Limited (ordinary)	25,500	\$10	\$10	{ none none none }	none	7 % for year 1908	£2.17 6
do. (8% pref.)	2,500	\$10	\$10	{ none none none }	none	12 1/2 % for year ending 31.12.08	£2.17 6
Lodbury Rubber Estates Limited	60,000	£1	£1	{ none none none }	none	None	£2.17 6
do. (contributory)	49,000	£1	£1	{ none none none }	none	None	£2.17 6

Mails.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER"..... Capt. E. Zacharise	SATURDAY, 25th Sept., 9 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL. BOURNE	"PRINZ SIGISMUND"..... Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"COBLENTZ"..... Capt. H. Roesgen	About SATURDAY, 16th Oct.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBÉ, YOKOHAMA	Costa	27th Sept., P.M.
MARSHALLS, VIA PORTS	POLYNESIAN	28th Sept., at 1 P.M.
SHANGHAI, KOBÉ, YOKOHAMA	Tourane	11th Oct., P.M.
MARSHALLS, VIA PORTS	Océanien	12th Oct., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.
For further particulars, apply to
P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.
Hongkong, 21st September, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.
For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents
BARRETTO & CO., Hongkong.
Hongkong, 9th October, 1908.



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight."—free.
LONDON, 1, John Street, Bedford Row, W.C.
SINGAPORE, 55, South Bridge Road.
SHANGHAI, 14, Nankiang Road.
HONGKONG, 9th October, 1908.

Intimations.
THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 876, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.
Yokohama, April 28th, 1903.

THE
CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertakes and Executes.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 20th March, 1908.

To Let.

TO LET.
IN No. 6, DES VUEX ROAD CENTRAL,
Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.
Rooms in College Chambers, No. 31,
WYNDHAM STREET.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 15th September, 1909.

TO LET.
158, PRAYA EAST.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 22nd September, 1909.

TO LET.
KING'S BUILDINGS, OFFICES facing
the Harbour, from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.
OFFICES and ROOMS on the 2nd
Floor of No. 14, Des Vaux Road
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.).
Apply to—
THE COMPAGNIE DE LA MARIPOSE,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET.
NO. 1 & 3, MORRISON HILL, also
OFFICES at No. 2, PADDER STREET.
Apply to—
Messrs. JARDINE, MATHESON
& CO., LTD.
Hongkong, 29th May, 1909.

TO LET.
OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.
No. 4, CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-NEI-CHONG ROAD,
HOUSE in RYON TERRACE.
OFFICES in RYON BUILDING.
GODOWNS, in PRAYA EAST, BLUE
BUILDINGS, and No. 168, DES VUEX
ROAD next to the Hongkong Hotel.
FLATS in MORTON TERRACE.
No. 29, DES VUEX ROAD CENTRAL.
1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.
GODOWN, 14, DODDLE STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vaux Road, Central,
Hongkong

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th June, 1904.

DR. M. H. CHAUN.

THE LATEST METHOD

OF THE

AMERICAN SYSTEM OF DENTISTRY.

14, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905.

ALLHAD RMBAZZLEMENT FROM SHIPPING CO.

ARREST OF A CHINESE.

A Chinese named Tung Tze-ping, aged 22, in the service of the Messageries Maritimes Company, of Kobe, working under the command, is reported to have absconded on the 10th instant, after embarking on board the "Japan". Information was lodged at the Kobe Police Station, and the Nagasaki police was immediately communicated with. A telegram was received by the Kobe police on the 12th instant reporting that the Chinese and his family had been arrested on landing at Nagasaki, and a detective was sent to Nagasaki to bring the prisoners to Kobe. It is stated that Tung was engaged by the M.M. Co. a year or two ago and had been working honestly, obtaining the confidence both of the command and of the manager. Lately, however, he had been spending money in doubtful pleasures.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 25th at 12.10 p.—The barometer has risen slightly over N. China and W. Japan, and fallen elsewhere particularly in E. Japan. The depression is moving Eastwards over S.E. Japan.
Pressure is highest over N. China.
Light or moderate variable winds may be expected over the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.
FORECAST.
1.—Hongkong and Neighbourhood, Variable winds, light or moderate; showery.
2.—Formosa Channel, N.E. winds, moderate.
3.—South coast of China between Hongkong and Lamoo, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Intimations.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 10 minutes.
7.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT GARE, as on Week Days.
SATURDAY.
6.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 6.00 a.m. ... Every 15 minutes.
6.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT GARE, as on Week Days.
SATURDAY.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
HONGKONG, 1st April, 1904.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office, or direct to 37, Hollywood Road, 2nd floor.
Hongkong, 6th September, 1909.

YUEN HING,
NO. 4, D'AGUILAR STREET,
FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS.

In all kinds of hand-made DRAWN and EMBROIDERY. CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality.

Hongkong, 5th August, 1909.

D. NOMA,
PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 50, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 24 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 2nd September, 1908.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha, Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—
Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

These Night Signals will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock, Aberdeen.
Waglan, San Ki Wan.
Stanley, Sai Kung.
Osprey Collinson, Sha Tau Kok.
Tai Po, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Flaghouse.

F. G. Figg, Director.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM.

PAGE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO. LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$68 per annum.
 WEEKLY—\$18 per annum.
 The rates per quarter and per annum, proportions. Subscriptions for any period less than one month will be charged as for a full month.
 The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
 Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATHS.

Craig.—On the 25th September, Bessie, the dearly beloved wife of R. H. A. Craig, Prison Department, Hongkong.

Falleceu do de Setembro, em Shanghai, Filomena Gomes da Costa—Sua filha e sua esposa participam a seus parentes e amigos o pedem para a falecida preces para o seu eterno descanso.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 25, 1909.

SCOTSMEN TO THE FORTH.

One is inclined to laugh at the suggestion that the St. Andrew's Ball this year, is intended to help the Government to rake in a few shekels of silver under the Liquors Ordinance. The members of the St. Andrew's Society did not say so in their words exactly, but they pondered over the fact that the cost of stimulating refreshments would be greater this year than it had been hitherto.

and decided to make an increased effort to secure additional patrons at the ball. Now, if Scotsmen were as mean as some people say, they are, the St. Andrew's Society would have reduced the quantity of liquor allowed for absorption, and so frustrated the intentions of the Government to make an honest penny, but apparently there was no such suggestion. It never occurred to anybody to propose such a ridiculous thing. They might as well do without the haggis as curtail the concomitants. And, again, look at the beauty of the idea which was applauded at the Society's meeting—far from reducing the quantity to be consumed it is hoped that the consumption will be greatly increased. It is a simple matter of arithmetic. If 1500 thirsty Scots assisted valiantly by their friends and nodding acquaintances can make away with some dozens of mountain dew, how many extra dozens will soon cause to disappear? Really the Scotsmen are the backbone of the Colony; patriotic, they seek to combine pleasure to themselves with profit to the Government. We can see the gallant Chief and his army of willing retainers marching gaily arm-in-arm to the land called "Auchtermuchty," proud in the knowledge that they are enriching the state, and benefiting the poor. Why, if it were not for St. Andrew's Ball half a dozen trades in Hongkong would be obliged to shut up shop, and another half dozen would eke out a miserable existence fighting the wolf at the door. What we cannot understand is the Secretary's remark that there is only a limited supply of Scotch musical talent. We have not the slightest conception where he got this idea from, but we are perfectly certain that under varying conditions there is not a Scotsman in the Colony who would not be ready, even anxious, to let his voice be heard in that soul-stirring symphony—"I love a Jassie," and if the bred and born Scots held back through an excess of that modesty which they absorbed with their porridge and treacle, then we guarantee to find a score of Chinese Scotsmen—men of the Mac clan—who would step forward and fill the gap. The fact is that when the secretary hinted that a dinner or a concert was out of the question his mind was steadily fixed on the Government revenue which must be augmented at all hazards. Probably not half a dozen Scotsmen know how to procure in the graceful convolutions of the latest dance. The most they can do is to make wild and weird noises while doing the figure-eight and show a leg in the schottische, so that when these items have been passed they are obliged to take refuge in the sanctuary of "Auchtermuchty." There was also another reason why the Society decided on having a ball to celebrate the day and it was the demands of the feminine portion of the Colony. At present there is only one public ball held in Hongkong, that given by the members of St. Andrew's Society. The English residents do not seem to think it worth while to celebrate St. George's Day while the Irish are equally inconsiderate of the claims of St. Patrick. What the pleasuring-loving section of the community would do without the Scots we cannot imagine. There is only one feature about the celebration which is regrettable and that is the fact that St. Andrew's Day falls on a Tuesday. We should have thought that almanac and calendar compilers had learned sense by this time and arranged that St. Andrew's Day should always arrive on a Friday, which gives two clear days for recuperation. It is manifestly impossible that the whole week following Tuesday, 30th November, should be declared a public holiday, although if those who attend the ball do their duty it would not be out of place, so that we fear December will be ushered in by a very listless and weary crowd of alleged workers. With regard to the Charity Fund, it is satisfactory to learn that \$1,358 was distributed towards the relief of widows and orphans, but that sum should not greatly affect the total amount at the credit of the Society. If we remember rightly, the Society has a credit balance of between \$10,000 and \$15,000, so that it could afford to be generous if it chose. As a matter of fact we hardly know what the Society does spend its money on. The members pay \$2 each per annum and for that they have the privilege of attending one meeting every year. As things are going the Society should in the course of a year or two be one of the richest corporations in the Far East.

THE local agent of the Chinese Engineering and Mining Company, Limited, kindly informs us that the total output of the Company's three mines for the week ending 11th September amounted to 26,523 31 tons and the sales during the period to 27,195 40 tons.

His Majesty the King has not been advised to exercise his power of disavowance with respect to Ordinance No. 15 of 1909, entitled an Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers.

It is notified in the *Gazette* that O Flag yellow and red diagonal yellow to the mast shall in future be the Call Flag for a Frequent Officer by any ships requiring such an officer and such flag shall be flown by all Kips' warships, boats, lighters taking dutiable cargo.

MACAO'S RETIRING GOVERNOR.

H.E. SENHOR RODRIGUES IN HONGKONG.

The retiring Governor of Macao, H.E. Lieut.-Col. Senhor Rodrigues, and family, arrived in Hongkong last evening from Macao by the gunboat *Patric* en route for Angola, Portuguese Africa, of which place His Excellency has been appointed Governor-General. During their stay here Senhor Rodrigues and party are the guests of Capt. Almeida on board the Portuguese cruiser *Vasco da Gama*.

At an early hour in the forenoon to-day Governor Rodrigues accompanied by his A.D.C., on the Portuguese Consul, Mr. J. J. Leiria, at his residence, that gentleman being still confined to his room after his recent unfortunate accident. Later the Portuguese Commissioner paid a complimentary visit to H.E. Kao Kih Chien, the Chinese Delimitation Commissioner, after which His Excellency proceeded to call on H.E. General Sir Joachim Machado, the Portuguese Commissioner. We believe that, in the afternoon, a visit was paid to Sir Frederick Lugard at Mountain Lodge. Mr. T. Funatsu, Consul for Japan in Hongkong, was one of the visitors to the Portuguese cruiser this afternoon to present his compliments to Senhor Rodrigues. The Portuguese Governor embarked on board the German mail this evening en route for his new post. Had His Excellency's departure not taken place to-day, he would have attended an informal luncheon at Mountain Lodge to-morrow as the guest of the Governor of Hongkong.

MR. HO KONG TONG'S RESIGNATION.

RESOLVED TO RETIRE FROM THE SANITARY BOARD.

It may be recalled that about a fortnight ago Mr. Ho Kong Tong, who has done invaluable work in connection with the sanitation of the Colony, felt compelled to resign his seat on the Sanitary Board owing to the pressure of business and unsatisfactory health. Recognising his influence with and reputation among the Chinese community in Hongkong, His Excellency the Governor invited Mr. Ho Kong Tong to reconsider his decision, but after giving the matter every consideration, Mr. Ho Kong Tong has replied to the effect that he feels bound to adhere to his resignation. During his career at the Sanitary Board he has taken a prominent part in enlightening the Chinese as to the benefits of sanitation and the principles of hygiene, having been one of those who instituted the system of street lectures which have proved of great value by inducing the ignorant coolies to take a more intelligent interest in the operations conducted by the offices of the Sanitary Department. In other ways he has manifested his progressive spirit in the affairs of the Colony, particularly where the interests of the Chinese have been concerned. Although the retirement of Mr. Ho Kong Tong from the Sanitary Board will be a loss to the Colony, his services will still be at the call of the Government should occasion arise and we may be certain that the Government will not be slow to avail itself of the advice and assistance of one who has proved a sound friend of the Colony.

LOCAL AND GENERAL.

The German mail of the 26th August was delivered in London on the 24th inst.

Mr. D. W. Trautman will act as second assistant Registrar General with effect from the 21st instant.

Mr. Edwin Ralphs has been appointed second second master, Queen's College, with effect from the 21st inst.

Mr. Chiu Chiu Sheung has been appointed a public vaccinator within the Colony and the New Territories.

Miss Koda Nobuko, a well-known violinist, has sent in her resignation as instructor in the Imperial Academy of Music in Tokyo.

NEGOTIATIONS will shortly be opened at Harbin between representatives of Russia and China concerning the details of railway jurisdiction along the Chinese Eastern railway.

THE Anti-Opium Commissioners propose to send delegates to Mongolia to ascertain the condition of the prohibition of poppy plantation and whether the suppression has been in effect, thoroughly carried out.

THE Chinese merchants at Antung are considering the question of a boycott against the Japanese. A native paper at Kirin and one at Nanchang, which were agitating in favour of a boycott, have been ordered to suspend publication.

HIS Excellency the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Mr. C. A. Dick Melbourne, barrister-at-law, to be deputy registrar and appraiser of the Supreme Court, with effect from this date.

HIS Excellency the Governor has been pleased to direct that the Harbour Master shall for the time being cease to perform *ex officio* the duties of Superintendent of Imports and Exports under the Raw Opium Ordinance No. 9 of 1887, Sugar Convention Ordinance No. 14 of 1904, and the Liquors Ordinance No. 27 of 1909, and to appoint Lieut. C. W. M. Beckwith A.M., to discharge those duties until further notice with effect from the 15th inst.

HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

ANNUAL MEETING.

The ordinary annual meeting of shareholders of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was held at the office of the general managers, Messrs. Jardine, Matheson & Co., Ltd., in the forenoon, to-day, for the purpose of receiving the report of the consulting committee and statement of accounts to 31st July, 1909. The Hon. Mr. W. J. Gresson (chairman of the consulting committee) presided. There were also present—Hon. Sir Paul Chater, C.M.G.; Mr. J. W. C. Bonnar (consulting committee), Messrs. W. N. Fleming, secretary, Lo Cheung Shiu, Ho U. Sheng, Ming Kto, Yuen Hop, K. S. Piercy, E. Ormiston, E. Shaw, A. Denison, and W. E. Clarke.

The Secretary read the notice calling the meeting.

The Chairman said:—The report and accounts having been in your hands for some days, I propose with your approval to take them as read. The result of the working account for the year shows a profit of \$15,734.62 as against \$13,356.30 for the previous year, the production for 1908/1909 being increased to 12,539 bales, from 7,977 bales in 1907/08. The balance at profit and loss account now stands at \$25,506.51 and your Directors recommend that after writing off furniture account (\$43,201.49), the balance (\$26,297.02) be carried forward to the credit of the present year's account. The small stock of yarn unsold on 31st July has now been disposed of at above the taking over price. The stock of cotton was valued at a safe figure and the cotton market has since advanced. In view of the activity in the yarn market in Shanghai, the result of the year's working must be considered as disappointing, but it must be remembered that the local market has by no means advanced "pari passu" with the rise in the North. We have again experienced considerable difficulty in securing an adequate supply of labour, and there has also been a very noticeable falling off in the physical condition of those seeking employment, so much so that it was found necessary to increase the scale of wages by about 12 per cent. in order to attract a better class of work people. An improvement has been observed during the last two months and the mill is now in full working. The General Manager finding that extra European supervision was absolutely necessary for efficient working, engaged a competent Spinning Master in Lancashire and he arrived in the Colony in April last. I regret to say, the health of the Mill Manager, Mr. Alfred Shaw, broke down in the spring to such an extent that he had to be sent to Europe on a year's sick leave, and during his absence Mr. P. S. Jameson has been acting as Mill Manager. The increase in European supervision has already proved undeniably efficacious in improving our production. Arrangements have been made by which the number of local buyers is increased, and steps have also been taken to increase the direct business with the nearer Coast Ports, such as Swatow, Amoy and Foochow. The immediate outlook cannot be considered as favourable, the abnormally high price of the raw material making it extremely difficult to effect sales of yarn at a profit, while it is necessary to buy cotton in order to secure supplies to keep the mill running. Before asking you to pass the report and accounts, I shall be pleased to answer any questions concerning them.

No questions were asked.

The Chairman moved the adoption of the report and accounts.

Sir Paul Chater seconded.

The motion was carried unanimously.

Mr. Ormiston moved that Sir Paul Chater and Mr. J. W. C. Bonnar be re-elected members of the Consulting Committee.

Mr. A. Denison seconded.

Agreed.

On the motion of Mr. Lo Cheung Shiu, seconded by Mr. Piercy, Mr. W. Button Potts was re-elected auditor.

The Chairman: That is all the business, gentlemen. Thank you for your attendance.

CANTON DAY BY DAY.

SALT.

[From Our Own Correspondent.]

Canton, 14th September.

Owing to the excessive rainfall in the spring of this year the salt fields in Kwangtung have been considerably damaged and the Canton officials had to apply to the Shanghai provincial authorities to ship two hundred thousand piculs of salt to the Canton circuit to supply the people. Half this quantity has already arrived and has been disposed of. However, after the fourth moon favourable weather prevailed all along and the salt fields in Kwangtung yielded abundant salt and the price of this indispensable commodity at present ranges from \$1.50 to \$3.00 a bag. The Canton authorities have therefore informed the Shanghai officials that no further supply will be required from the Northern Province.

VICEROY INDISPOSED.

Viceroy Yuan Shih-kuan has been slightly indisposed during the past two days; he is attended by Dr. Chang Kuo.

A RETIRING OFFICIAL.

The Canton-Hankow Railway Company and several other institutions have presented a number of gifts, in the shape of silk embroidered hangings and other usual presents, to the retired official, the ex-acting Viceroy of Canton, H.E. Wu Sang Lum, as a token of the esteem in which he was held in Canton.

Yesterday afternoon the two district magistrates of Nanchang and Pan Yu gave a farewell dinner to H.E. Wu Sang Lum on the occasion of his departure from Canton.

WILLIAM POWELL, LIMITED.

ANNUAL MEETING.

The eighth ordinary general meeting of shareholders in Wm. Powell, Ltd., was held at the company's office, Alexandra Buildings, at noon, to-day, for the purpose of receiving the report of the directors, and statement of accounts to June 30th, 1909. Mr. G. C. Moxon occupied the chair. Those present were—Mr. E. H. Hinds (director), Mr. Harry Eyre (manager), Messrs. J. M. Wong, H. Percy Smith, and E. Mauricio.

The Manager read the notice convening the meeting.

The Chairman said:—Gentlemen, I will with your permission follow the usual custom and take the report and accounts now before you as read. The balance of profit at credit of working account is as you will see \$8,235 56 against \$2,021 64 last year which I think, in view of the depressed state of business, and the huge rent we now have to pay, may be considered fairly satisfactory. Your board would have greatly liked to recommend a dividend but after much consideration they have decided it was not to do so, having in mind the possibility of new competition, the general dullness that seems to have become chronic and the desirability of keeping down the indebtedness to the company's bankers. It is therefore recommended that \$580.86 should be written off furniture and fixtures and to carry the balance forward. I would here point out that nothing has been written off this item since 1905, and as a large portion of our present fittings may not be suitable for new premises we consider this a favourable opportunity to make provision for same. A revival in the trade of the Colony has been looked for this year, but I regret to say that in common with other local businesses of our character hopes have not materialized. However, shareholders have this satisfaction; they have a clean stock and up-to-date, all book debts as appearing in the account are good and there is still a balance of old stock left valued at \$15,000 which will be gradually realized. So far as working expenses are concerned I am of the opinion they have been reduced to the minimum compatible with efficiency and no stone is left unturned to keep up sales. Our chief trouble is that we are saddled with an old lease which compels us to pay rent out of all proportion to our turnover and is a severe handicap. This will cease about eighteen months hence and the question of saying in this direction is having the very earnest consideration of your board. We undoubtedly get our full share of such business as is going, and in view of the present sound condition of the company I see no reason why we should not prosper and ere long be in a position to resume the payment of regular dividends. Before proposing the adoption of the report and accounts I shall have pleasure in replying to any questions that you may wish to ask to the best of my ability.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Wong seconded.

Motion agreed to.

Messrs. E. H. Hinds and G. C. Moxon, the retiring directors, were re-elected on the motion of Mr. Wong seconded by Mr. Mauricio.

Mr. Hinds proposed that Mr. H. Percy Smith be re-elected auditor.

Mr. Eyre seconded.

Carried.

The Chairman: I am sorry, gentlemen, there is no dividend warrant. Thank you for your attendance.

This concluded the business of the meeting.

ANNUAL REPORT.

The annual report was as follows:—

To the shareholders of William Powell, Limited.

The directors beg to submit to shareholders a statement of the company's account for the year ending 30th June, 1909.

The profit for the year, including the sum of \$395 brought forward from last account and after allowing for bad and doubtful debts, amounts to \$5,372.89 and your directors recommend that this amount should be absorbed by writing off fixtures and fittings \$1,500.86 and carrying forward the balance, \$3,872.03.

It will be noted that of the stock which was written off when the capital was reduced, there is on hand an amount estimated to be worth \$15,000.00.

DIRECTORS.

Messrs. E. H. Hinds and G. C. Moxon, the retiring directors, are eligible for re-election.

AUDITOR.

The annexed accounts have been audited by Mr. H. Percy Smith, who offers himself for re-election.

G. C. MOXON, Chairman.

Hongkong, September 18th, 1909.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1909.

To Directors' and auditor's fees, \$1,550.00

To Bad and doubtful debts, 426.62

To Balance, 6,372.89

\$8,349.51

By Balance from last account, 5 395

By Dividend from investment, 94.00

By Transfer fees, 16.00

By Balance of working account, 8,235.56

\$8,349.51

BALANCE 30TH JUNE, 1909

To Capital—15,000 shares \$7 each fully paid, \$105,000.00

Gundry creditors, 15,655.69

Unclaimed dividends, 27.80

Hongkong and Shanghai Bank, 12,250.76

Old stock at per centum, 15,000.00

\$150,000.00

By Stock on hand (as per manager's certificate), \$113,017.54

By Old stock on hand (estimated), 15,000.00

By Hongkong & Shanghai Bank, dividend account, 27.80

By Sundry debtors, 19,440.57

By Fixtures and fittings, 11,590.86

By Investment at cost, 980.00

By Cash in hand, 1,332.55

\$161,289.11

DOUGLAS STEAMSHIP CO., LTD.

ANNUAL MEETING.

The ordinary general meeting of the shareholders in the Douglas Steamship Co., Ltd., was held at the company's office, at noon, to-day, for the purpose of receiving the report of the general managers, together with a statement of accounts to the 30th June, 1909. Mr. H. P. White took the chair. Others present were—The Hon. Mr. W. J. Gresson, the Hon. Sir Paul Chater, C.M.G., Messrs. J. W. C. Bonnar, (of the consulting committee), T. F. Hough, W. S. Dupree, Chua Tong and J. E. Gomes, secretary.

The secretary read the notice calling the meeting.

The Chairman said:—Gentlemen, we will, with your permission, take the report and accounts as read, and it is a matter of great regret that we are not able to come before you with a more satisfactory statement, and are not in a position to declare a dividend, but as you are aware the past year has been one of extreme and continued depression, and while cargo has been scarce there has been an ample supply of tonnage to compete for the moderate offshoots, and rates suffered accordingly, while working expenses are increased as exchange declines. Reference has been made in the report of accidents to two of the steamers and had it not been for these unfortunate occurrences, there would have been a moderate profit on the working of the steamers instead of a loss as shown in the accounts. This, and an increase of over 10% in the price of coal has affected the net earnings of the company's steamers, to a considerable extent, and I regret that at present there are no signs of a possibility of lower prices for fuel in the near future. Turning to the accounts, though there is perhaps but little that needs explanation, I would draw your attention to the item under Exchange Account on the debit side, which shows a very large increase on previous years and is entirely due to the adverse state of Coast exchange and to the high rate of discount at which our earnings at the Coast Ports have had to be remitted. I trust that the proposal of the General Managers and Consulting Committee as to the appropriation of the profit and the transfer of \$16,050.33 from Reserve or Depreciation Account, towards the writing down of the values of the company's properties, will meet with your approval, for though the steamers are maintained in a state of high efficiency it is most necessary that a sum should be put aside each year for depreciation. The new steamer *Hai-Yang* arrived in October last and has proved excellently adapted for our trade and economical in working. We have endeavoured to dispose of the *Hai-Yang* during the year and though there have been several enquiries no actual offer has yet been made. The result of the present year's working, so far, shows moderate results, and while we hope to make some slight economies in working, until the trade of China recovers from the over supply of a year or two ago, and confidence, generally, is restored it is difficult to forecast any great improvement in the outlook for shipping in the East. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions that may be asked by shareholders, to the best of my ability.

No questions were asked.

The Chairman moved the adoption of the report and accounts.

Mr. T. F. Hough, seconded.

The motion was unanimously adopted.

Mr. Hough moved that the Consulting Committee be re-elected as follows: Mr. J. W. Bonnar, Hon. Mr. W. J. Gresson and Mr. R. Shewan.

Mr. Chua Tong seconded.

Agreed.

On the motion of Mr. Dupree seconded by the Chairman Messrs. W. A. Potts and A. R. Lowe were re-appointed auditors.

The Chairman: That concludes the business of the meeting, gentlemen. I am sorry we haven't a better report but I hope that next year we will be able to show something better. Many things may happen between now and next year.

We learn from the *Yokohama Gazette* that Captain T. Tibbals, of the N.Y.K. steamer *Ryofun-maru*, has during the past week had two paralytic strokes. The first—a rather slight stroke—occurred in Kobe harbour, and the second on the 8th instant while the Captain was navigating his ship into Yokohama harbour.

CABLE communication with sharp peak is restored but, owing to the interruption of the landline thence to Foochow, there is delay in present on Foochow telegrams. The Foochow Formosa cable being interrupted, Formosa telegrams can only pass via Japan, and are chargeable at the Japan rate. Delay on telegrams to Shanghai and beyond is now normal.

H.E. Tan, Hsi-keng, Director of the Navy Department, has submitted a memorandum of suggestions to the Navy Commissioners. He suggests that in northern waters the only suitable naval stations would be Tientsin, Weihaiwei or Kiao-chow, but that should the Government really construct bases in Taku or Chefoo, a similar predicament to the "Black Sea" restriction imposed on Russia would be suffered by China.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHANG CHIH-TUNG DETERMINES TO RESIGN.

[By courtesy of the "Sheung Po"]

Peking, 24th September.
Grand Councillor Chang Chih-tung is determined to resign upon the expiration of his leave of absence.

CHIENIAO.

RETIREMENT OF JAPANESE OFFICIALS.

[By courtesy of the "Sheung Po"]

Peking, 24th September.
The Japanese officials will retire from Chientao in the course of this month.
The Japanese Consul there will also leave in due course.

NAVAL COMMISSIONERS DEPARTURE FROM HANKOW.

[By courtesy of the "Sheung Po"]

Hankow, 24th September.
Prince Shun and Admiral Sah are leaving Hankow by train for Peking today.

LOS OF "MAORI KING"

[THE END OF AN IL-FATED SHIP.]

20th September.
Early yesterday morning a telegram was received from Nihpo, signed by the captain of the *Maori King*, stating that the steamer was badly ashore at an island called Long Wha-sho, in the Chusan group, that she had big hole forward and was sinking for the immediate dispatch of Shanghai tug and lighters to render assistance. Reports the *N.C.D. News* of 20th inst. The Shanghai Tug and Lighter Co.'s tug *Sama* and *Victoria*, with four lighters and pumps, arrived at the Kiangnan Dock, left for the scene at a few hours' notice. Up to a late hour last night no further information had been received concerning the stranded vessel.

At the time of the mishap the *Maori King* was chartered to the Chinese Engineering and Mining Co., Ltd. and was bound from Chingwangtao to Hongkong with a full cargo of coal. Both vessel and cargo are, of course, insured.
The Ningpo message leaves little doubt that she is in an exceedingly precarious condition, and the possibility of refloating her is regarded as extremely doubtful. Few vessels have had such an extraordinary career, or earned such a reputation, as the *Maori King*. She was built at Sunderland in 1890 and her gross tonnage is 3,807. As the *Experience*, in 1904, she accompanied the Baltic Fleet on its Eastward journey. Her seizure by the British authorities and the subsequent proceedings that followed in H.H. Supreme Court, are matters of such recent history that it is unnecessary to refer to them at any length.

Further particulars to hand with regard to the *Maori King*, which ran ashore on the 17th instant on Longwhaisho Island, Chusan Group, are to the effect that the vessel has broken in two, and that the after portion has sunk in thirteen fathoms of water, while the forward part rests on the rocks and it is possible that part of her cargo may be salvaged, though only her masts and funnel are visible above water. The tenders *Victoria* and *Samson* were dispatched to the scene of the wreck on Sunday, with salvage gear supplied by the Shanghai Dock and Engineering Co., Ltd., consisting of a boiler and two pumps. The salvage crew included the usual native artificers and European superintendents.

No lives were lost as a result of the accident, and Captain Stringer and the officers and crew arrived in Shanghai yesterday morning by the C.N.S. *Yingchow*. When the accident occurred, the *Maori King* was on a voyage from Chingwangtao to Hongkong with a cargo of coal. When passing through the Chusan Group on the 17th instant, the death occurred, of one of the Chinese crew, and as the other members of the crew objected to the body being buried at sea, the vessel put into Longwhaisho and anchored there to land the body. As the ship was putting out again, she struck a submerged rock, which tore a large hole in her forward hold, and she immediately began to sink. The officers and crew secured junk and proceeded to Ningpo, reaching their destination without further mishap.

It will be remembered that the exclusive information was given in these columns of a liberal contribution offered to Prince Shun on his recent visit to Hongkong towards the Chinese Naval Fund. Our serious Shanghai contemporary has the following paragraph thereon:—A Canton dispatch says that Mr. Chang Yik-shan, a wealthy Chinese merchant in the Straits, contributed the sum of Tls. 20,000 for the Navy Fund, when Prince Tsai Hsin was at Hongkong. Mr. Chang has given large contributions before this, and has been awarded the rank of Expectant Director of a Metropolitan Court and a button of the 1st Grade for his liberal patriotism. The Prince was pleased with his donation and granted Director Chang and his son an interview at which he expressed appreciation of his liberality. The compradors of a foreign firm is also reported to have made a donation towards the Navy Fund.

Interport Swimming.

SECOND DAY'S FETE.

MACCABE'S FINE EXHIBITION.

Officials: President—His Excellency Sir Frederick Lugard, K.C.M.G. C.B., D.S.O., Chairman—Mr. A. Rodger, Hon. Treasurer—Mr. C. D. Silas, Hon. Secretary—Mr. P. Lamont, Judges—Messrs. M. McIver, J. Rodger, H. B. Bridger, A. N. Kemp and L. E. Lamont. Referee—Mr. G. A. Caldwell. Starter—Mr. T. M. K. Handicappers—Messrs. T. Meek, A. A. Claxton, A. E. S. Alves, K. H. Carroll and H. G. Saver. Official Time-keepers—Messrs. R. Galluzzi and W. A. Crake.

Weather conditions attending the second day's fete of the Victoria Recreation Club's annual aquatic sports were very similar to those prevailing on Thursday. A light screen of cloud tempered the heat of the first day and with the light breeze blowing the large concourse of spectators, watched the interesting proceedings with greater comfort. The provision of a gallery on the lighter in substitution for the chairs on the first day, manifested the officials' thoughtfulness for the comfort of the spectators. In that, as in other respects, the gentlemen who officiated and are responsible for the meeting's success deserve the fullest praise, as also does Mr. C. Leblond, the Steward, who had charge of the effective decoration of the pretty Club building.

Just before the first event the attendance was comparatively small, due, no doubt, to the people being kept at their offices, but after 4.30 p.m. the Club-house verandahs had their full complement of visitors while every tier of the gallery on the sea-wall and aboard the lighter was packed with quite a large number of people. The waterfront held a dense throng of all sorts and conditions of men; the boys and others secured vantage points on the bamboo pier.

Interest, of course, throughout the afternoon's proceedings centred in the interport events, the first two of which—plunging and team race—went to the home men. As regards the first, a suggestion arose, that the time limit to remain in the water should be fixed at sixty seconds instead of an indefinite period. But the supporters of the rule failed to press home their contention with success and the time limit standard, accordingly, failed of application. R. W. MacCabe, the redoubtable Shanghai champion, retrieved the "Northerners' fortunes when he comfortably snatched the honours of the two successive events in the throwing the polo ball and the 440 yards interport Championship. Beyond a doubt MacCabe is a good all-round man and as a long distance swimmer must be awarded the palm over any of the Hongkongmen. We were glad to observe the unstinted and spontaneous reception accorded him at the conclusion of the 440 yards race, as the cheers and the "tiger" which followed, as MacCabe was escorted into the enclosure, were the loudest manifestation of the sportsmanlike spirit which animated the hosts of the occasion even on a defeat. Thanks to the traditional instinct of true sports that the Hongkong "boys" are the subdued talk of a protest in the last interport event of the day was not persisted in and the honours of the day went to our visitors.

Below we append details of the events:—
HURDLE RACE.—Two lengths, 4 hurdles. 1st heat—A. M. Soares, R. A. Carvalho, J. M. R. Pereira and R. Lapsley went in. Lapsley was the most fancied man, but about a quarter's distance from the finish he went over the rope and so lost his chance of a win. Pereira won by nearly a hurdle. Carvalho was second.

Time: 49 secs.
2nd heat—P. Yanovich, A. V. Barros and R. C. Wittell (scratch) tried conclusions in this heat. Wittell overtook Yanovich in the second hurdle and on the return led from Barros and won as he liked. Barros was second.

3rd heat—F. L. Rosa won easily, the other three—H. W. Petersen, C. Bunje and H. C. Sayer—did not finish when they saw that the struggle was a hopeless one.
4th heat—This provided a most exciting contest between A. H. Chirrol, A. J. V. Ribeiro, C. A. Rodrigues and F. B. Silva. Silva, who was given an advantage at the start, led all the way until quarter of a length from the finish when he was successfully overtaken by Ribeiro and Carroll. The last two fought for honours with each stroke, and it went rough with Carroll when Ribeiro managed to touch the board when his arm went over his head to come down just a moment too late. The competitors went well applauded. Time: 53½ secs.

PLUNGING.—Interport Championship. Two tries each.
F. K. Tait, F. B. Silva, F. M. Rosa Pereira, A. M. L. Soares, Carl Bunje and R. C. Wittell were the Hongkong contestants. The visitors were represented by P. Fowler, E. Prince and D. H. Cooke. Before this event was brought off there was some talk of limiting the time in the water to 60 seconds each man, but as there was a divergence of opinion on the proposed rule (which has been adopted by certain home associations and rejected by others) the suggestion was not pressed. Pereira led with 54½ feet after the first dive; the distances covered by the other two best men were:—Wittell 54 ft., and Fowler 52 ft.

The Shanghai Captain improved at the second try, out-distancing his first performance by 3 ft., but the Hongkongites were not to be displaced, Pereira holding the lead with 57 ft. 6 in. followed by Wittell with 57 ft. 1 in. Nothing eventuated after the third try and the result was chalked up as follows:—
F. M. Rosa Pereira (57 ft. 6 in.) ... 1
R. C. Wittell (57 ft. 2 in.) ... 2
P. Fowler (55 ft.) ... 3

BOYS' RACE.—(under 15 years of age). Two lengths handicap. Post entries. Spots or brothers of members only admitted. Two prizes.

The competitors were:—C. Logan, L. Souza, F. Cruz, A. Logan, C. Pepper, F. Finlay and T. Logan. Little C. Logan (the "Go" boy) created much admiration for his pluck and

dash by entering against boys infinitely his superior in stature and build. The little man swam splendidly to the end and was not at all a bad third. F. Logan (the scratch boy) was too heavily penalized and never had a chance. The struggle between Cruz and Souza in the last quarter was a keen one, resulting in a win for the former.

F. Cruz (rec. 13 secs.) 1
L. Souza (rec. 7 secs.) 2
Time: 50 2/5 secs.

TEAM RACE.—Shanghai v. Hongkong, 8 men a side. One length.

The respective teams took their position as follows:—
Inner Platform.—Shanghai: MacCabe, Robinson, J. Wilson and T. W. Wilson. Hongkong: Cooke, Remedios, Lapsley and A. E. S. Alves.

Outer Platform.—Shanghai: Cooke, Price, Jones and Mayne. Hongkong: Humphreys, Claxton, Wittell and Sayer.

The home team, with their larger number of fast swimmers for short distances, were never threatened and when C. Humphreys plunged in for the last length he took it with an ease born of an assurance of positive success. The winning team's (Hongkong) time was a good one: 2m. 35 1/5 secs.

FOUR LENGTHS HANDICAP. Final.

S. H. C. Sayer, P. M. Remedios and A. V. Barros got off well together and kept well abreast of one another for nearly the whole of the first length. In the second length Sayer secured an advantage of a slight lead with Remedios just behind him and Barros third. The same order was maintained throughout the third length. When half the distance in the fourth and last length had been covered Remedios drew level with Sayer and for the rest of the distance they had a close swim between them, Remedios managing to secure the judge's verdict by only a touch. Time: 1m. 40 3/5 secs.

THROWING THE POLO BALL. Interport Championship. Three tries.

Those competing in this event were:—(Hongkong) F. K. Tait, T. Cooke ("Buff"), A. A. Alves, T. A. Burke ("Buff"), R. Morrison, R. E. R. C. Wittell.

(Shanghai) R. W. MacCabe, C. W. O. Mayne and P. Fowler.
MacCabe made the best throw in the first try. T. Cooke improved on him at the second throw and before MacCabe had his own try, which proved better than the first. Wittell made an excellent shot in his last try, sending the ball within fourteen inches of the visitor's mark.

R. W. MacCabe (67 ft. 4 in.) 1
R. C. Wittell (65 ft. 2 in.) 2
440 YARDS.—Interport Championship. Two prizes.

Hongkong was thoroughly represented by the Colony's best swimmers, C. J. Cooke, R. C. Wittell, F. C. S. Rye, C. Humphreys, A. A. Claxton, and A. V. Barros.

The Shanghai entrants were:—R. W. MacCabe, C. W. O. Mayne, G. J. Robinson and W. Jones.
The course was between a launch moored against the quay wall eastward of Murray Pier and a red buoy well out of the slipway. The start was made from the launch the swimmers plunging in level with one another. When the spectators' lighter was reached midway between the launch and the buoy MacCabe (Shanghai) was leading, with Humphreys (Hongkong) second; C. J. Cooke (Hongkong) was third, the rest of the competitors in a line together. Just before rounding the buoy Wittell, Mayne and Cooke (Shanghai) gave up. The rounder plunging the buoy was Humphreys, MacCabe, and C. J. Cooke.

On the return journey MacCabe, swimming strong, was leading, Humphreys gave up before the lighter was reached, and the race resolved itself into a contest between MacCabe and C. J. Cooke. "Go on, Cooke," Keep up, MacCabe vociferously roared from a thousand throats on the lighter and at the pier. While, naturally enough a good many favoured Cooke's chances for a win, there was no denying that MacCabe was the superior man. He swam magnificently. She fought towards the finish between the two men was something that will live long in the memory of the spectators. MacCabe won by 3 2/5 seconds from his rival. The Shanghai victor was cheered again as he walked into the enclosure. His reception was worthy of the splendid victory.

R. W. MacCabe (Shanghai) 1
C. J. Cooke (Hongkong) 2
W. Jones (Shanghai) 3
Time: MacCabe 7.56 1/5
Cooke 7.59 3/5

WATER POLO.
Then followed a water polo match between two teams of V.R.C. members. Those who played were:

Whites: A. V. Barros (captain), H. J. White, P. M. Remedios, R. A. Carvalho, C. A. Rodrigues, E. Leitao and P. Yanovich.

Blues: H. C. Sayer (captain), A. A. Alves, J. M. Pereira, A. J. V. Ribeiro, F. L. Rosa, F. K. Tait and M. A. R. Souza.

Blues won by 3 goals to 1.
The three days' swimming carnival will be brought to a close to-day; at the conclusion of the events Miss Lyon will present the prizes.

THE MACAO BOUNDARY.

AN IDLE RUMOUR.

A Chinese telegram says that the Boundary Protection Society in Canton recently telegraphed to the Peking Government, stating that, as the Portuguese authorities assume a coercive attitude in the Macao Boundary question, evil-doers might seize upon the opportunity to create an uprising, which would disturb the peace. The Waiwipo, however, regards this report as an idle rumour tending to excite disorder and has ordered the Viceroy to forbid such representations.—N. C. D. News.

It is learnt from native sources that the Taotai has asked the Viceroy to move the Waiwipo to take steps to protect against the regatta being held again near Colo.

NOTES BY THE WAY.

THE FREEDOM OF THE PORT.

"Never put off until to-morrow what you can do to-day," was evidently the motto upon which the Government acted when it took the step whereby the now famous Import Bill became law. Whether the Government acted in a manner satisfactory to all interests concerned is a moot point. But this much must be said in favour of the administration. It was an open secret that several importing firms were exerting their level best to get stocks in from near by ports in order to evade the new duty. Where would the Colony be had the Government adopted a Fabian policy? In that event the colonial exchequer will suffer for the benefit of a few importing firms commanding long purses as to be able to get all and more than they want from their agencies and branches at ports not ten thousand miles away from Hongkong.

The unofficial members of Council made a bold stand against some of the clauses provided in the Bill. Their voices, however, were as the distant thunder to the silent ear of Government. The representatives of the people's rights expended no little energy in their united protest against a measure which they contended would prove a menace to the freedom of the port, but I fancy they might as well have wasted their rhetoric on the desert air. As the sound-minded Mr. Stewart had pointed out, the action of Council at the second reading of the Bill will long be noteworthy in the annals of the Colony and there was a note of warning in his tone which somewhat sounded the death-knell of the Colony's boasted freedom. But we can bear one burden with a smiling face and be told to remember the old adage that *errors are of humankind*.

WHAT IS THE PROBABLE EFFECT OF THE BILL? There is little or no objection taken to the principle of the Bill so far as it provides a method of collecting revenue. It is the method itself that is deprecated on all hands. It would drive any tourists away. It would make them feel that they may no longer expect that freedom of their person and their baggage which they had hitherto enjoyed. And in the present rut of commercial depression in which the Colony is stuck fast, it can ill afford to lose money. And this is not all. "The man in the brass hat" will make himself an intolerable nuisance not only to tourists but to well-known residents returning to the Colony after a holiday at home. History has proved that where a Customs service has been established, there is very little love lost between the man in the hat and the terrible individual who owes his position to the sophistry of a near-sighted police. One may well think with horror of the hundred little inconveniences which will be experienced if the powers conferred on over-zealous minions of the law were to be carried out to the letter. One may then verily be assured that "none of those huge trucks of luggage which are man-hauled up to the doors of our leading hotels in the travelling season would be safe from the danger of being arrested by any Indian constable or Chinese lunko whose suspicion might fasten on the saratoga trunk of some American globe-trotter, probably an elderly total abstainer from a prohibition state."

WHAT IS A PRISON? Is the hour-yard of a prison a fitting place for a magistrate to preside? The question is replete with technicalities which to the layman's mind seem too terrible for solution, but our learned Chief Justice with his usual capacity for the unraveling of complex points has already solved the conundrum. As most of my readers are doubtless aware, the facts of the *Canale* case are very simple. A Chinaman was arrested on June 10th of A.D. 1909 on charges of armed robbery and murder in China and subsequently discharged on the latter charge. The Court, however, which sat within the precincts of the gaol, ordered the re-arrest of prisoner on the charge of armed robbery before he had left the premises. As a result of an application for a writ of *habeas corpus*, the Chief Justice held that the proceedings were not legal and accordingly discharged the prisoner. At the eleventh hour, further argument as to the magistrate's action was brought before the Chief Justice, as a result of which it was decided to consider the matter in Chambers. Verily, the honourable profession is not all beer and skittles.

INTERPORT AMENITIES.
The effect with which the Interport Carnival was opened shows that the sporting instincts of the Colony have not waned by any manner of means. There is no healthier form of stimulating the friendly relations obtaining among Far Eastern neighbours than to meet in friendly rivalry and the thanks of all sportsmen are due to the Committee of the Victoria Recreation Club for inaugurating the fete and Messrs. Jardine, Matheson and Company for providing special facilities to our Northern visitors. The Shanghai contestants have thoroughly upheld Shanghai's fair name by an exhibition of clean sport, and the only regret is that the visitors have been somewhat handicapped by the special circumstances prevailing here, but after all, it is not so much a question of who carries the greater number of trophies as the spirit of bonhomie which sports are calculated to foster. It is to be hoped that the inauguration introduced by the V.R.C. will come to be an annual event and that Shanghai will at some future date see its way to reciprocate Hongkong's invitation.

TUESDAY'S THUNDERSTORM.
Tuesday night's thunderstorm was undoubtedly a regular blood-curdling affair. The deluge, with which it began upon the Colony and the severe nature of the storm have not been known in the Colony for some time. Unfortunately, the storm claimed more than one death and it is somewhat remarkable that the Peak was not attended with more serious consequences than was the case. At any rate, nervous folk must have passed an uncomfortable ten minutes.

CASUAL CRITIC.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that ATLAS PRESERVATIVE COMPANY LIMITED of Windmill Lane Wharf, Deptford, London, S.E., Manufacturers, have on the 3rd day of August, 1909, applied for the registration, in Hongkong in the Register of Trade Marks of the following Trade Mark:—



in the name of ATLAS PRESERVATIVE COMPANY LIMITED who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the Applicants since January 18th, 1908, in respect of Chemical Preparations included in Class 1. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 23rd day of September, 1909.
MATTHEW J. D. STEPHENS,
Solicitor on behalf of the Applicants.

THE SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL

ON
FIRST FLOOR OF NO. 25 DES VŒUX ROAD
CENTRAL
(opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Japan, Wooden and Bamboo Ware.
Embroideries, Silk, Oil and Water Colour Paintings.

Curios and Periumes.
Screens, Pictures and Photo-Frames.
Preserves and Canned Goods.
Writing Ink and Paper, &c.
Hongkong, 25th September, 1909. [675]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship.

"DERFFLINGER."

Captain E. Zacharias, will leave TO-DAY (SATURDAY), the 25th instant, at 9 P.M.

For further particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 25th September, 1909. [5]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"TACOMA MARU."

FROM TACOMA, JAPAN & SHANGHAI.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, September 28th, 1909, at 5 A.M., will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godown, where they will be examined on THURSDAY, 30th instant.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 25th September, 1909. [499]

Intimations.

CHEESE

CHOICE CANADIAN

STILTON:

60 Cents per lb.

THE DAIRY FARM Co., LIMITED.

Hongkong, 15th September, 1909. [380]

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDECK & MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 135.



Hongkong, 24th September, 1909.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The daily line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 10TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 171/10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 143/-

Via New York 145/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to— W. CHADD, O.K. General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	MONDAY, 27th Sept., 4 P.M.
SHANGHAI, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 28th Sept., 3 P.M.
TIENTSIN, W. HAIWEI & CHEFOO	"CHIHSING"	TUESDAY, 28th Sept., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 1st Oct., 4 P.M.
SHANGHAI via NINGPO	"CHUYSANG"	FRIDAY, 1st Oct., 4 P.M.
SPORE, SAMARANG & SOERABAYA	"FOOSHING"	TUESDAY, 5th Oct., 3 P.M.
SHANGHAI	"YATSHING"	TUESDAY, 5th Oct., 3 P.M.
MANILA	"YUENSANG"	FRIDAY, 8th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	WEDNESDAY, 13th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutsumaru" and "Kutsumaru" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Simporna, Tawao, Ouanan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
CEBU & ILOILO	"KAIFONG"	26th Sept., Daylight.
SHANGHAI	"HUMAN"	26th " " " "
HOIHOW & KEBAO	"CHILLY"	26th " " " "
CEBU & ILOILO	"KWEIYANG"	27th " " 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"KAN"	27th " " " "
MANILA	"CHINHUA"	28th " " 3 P.M.
SHANGHAI	"YENAN"	30th " " " "
SHANGHAI	"TAKING"	31st Oct., Daylight.
MANILA	"KURIOHAW"	5th " " 3 P.M.
WEIHAWEI, CHEFOO & TIENTSIN	"CHANGSEA"	7th " " 4 P.M.
MANILA, ZAMBOANGA AND USUAL AUSTRALIAN PORTS	"CHANGSEA"	5th Nov., " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmannian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chosen, Linan, Chinkwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, HONGKONG, 25th September, 1900.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	9540	R. W. Almond.	MANILA	SATURDAY, 2nd Oct., at Noon.
SAIRO	9540	R. Rodger	"	SATURDAY, 9th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 123, HONGKONG, 25th September, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ

and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross.	Sail 10th Oct., 1900, at Noon.
S.S. MANSU MARU	5,000 " "	" 10th Dec., 1900, at Noon.
S.S. AMERICA MARU	6,000 " "	" 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1900.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELING, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 2nd Oct., at Noon.
Do.	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIOI MARU" Capt. H. Murayama	SUNDAY, 26th Sept., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Captain T. Sugi	WEDNESDAY, 29th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 20th September, 1900.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1900
WARSILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathison, Tons 7000	WEDNESDAY, 29th Oct., at Daylight.
KANAGAWA MARU, Capt. J. Nagao, Tons 6500		WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.O. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 28th Sept., at Noon.
AKI MARU, Capt. K. Sato, Tons 7000		TUESDAY, 12th Oct., at Noon.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6200	THURSDAY, 10th Sept., at Noon.
YAWATA MARU, Capt. T. Sekine, Tons 5000		FRIDAY, 20th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 19th Sept., at Noon.
WAKASA MARU, Capt. N. Nielsen, Tons 6500		FRIDAY, 1st Oct., at 5 P.M.
HIRANO MARU, Capt. H. Fraser, Tons 5000		FRIDAY, 22nd Oct., at Noon.
SHANGHAI, MOJI AND KOBE	TOTOMI MARU, Capt. R. Smith, Tons 4500	SATURDAY, 2nd Oct., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	THURSDAY, 30th Sept., at Noon.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru	(Capt. T. MURAI)	About Wednesday, 20th October.
Kirano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.
Hirano Maru	(Capt. H. FRASER)	About Wednesday, 15th December.
Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 18th Jan., 1901.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO,

Manager. [115-116]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, GOMTHERAL, AFRICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this office on SATURDAY, the 2nd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mooltan," 9,621 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Arabia," due in London on 13th November, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 20th September, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE," Captain G. C. Cuddy, will be despatched at above on the 2nd October.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 22nd September, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Swatow	6,232	S. Skelton	1900, 2nd Oct.
Oceanic	4,657	F. W. Davies	21st Oct.
Kumera	6,232	J. W. Mathie	18th Nov.
Aymara	4,303	Boyd	16th Dec.
Swatow	6,232	S. Skelton	1901, 23rd Jan.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to Queen's Buildings, Hongkong, 23rd September, 1900.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 20th September, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. F. W. WALKER "KWONG SAI" Capt. E. S. GROWER.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

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These fine Steamers, owned by Chinese capitalists and Officer'd by Europeans, are second to none on the River. Excellent accommodation for eighteen First-Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....24/-

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Hongkong, 19th Sept., 1900.

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FOR NEW YORK: S.S. "SURUGA".....On 4th October.

FOR BOSTON AND NEW YORK: S.S. "ATHOLL".....On or about 16th Oct.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 15th September, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

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